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The Chronicle.

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THE STRENGTH OF OUR FINANCIAL SYSTEM.

We have had this week an illustration of the strength of our financial system under a sudden and somewhat perilous strain. During all the pressure of the money market for the last eight months, the trouble has been limited to one or two of the ordinary sources of monetary stringency, leaving the others quite free from perturbation.

We have often explained that three things are essential to an easy money market—first, an adequate supply of loanable capital; secondly, efficient confidence to lend it; and thirdly, ample circulation to facilitate the movements of that capital in the channels and currents of business. This being so, it follows that the chief directions from which monetary stringency proceeds are also three. We shall have a tight money market if we have either a deficiency of loanable capital, or a disturbance of the currency, or a failure of public confidence. To the category last mentioned we must refer the English panic of 1866. It was thus designated a credit-

panic, as distinguished from those panics which originate in a want of capital, or from trouble in the currency. Such credit-panics are rare, and are generally very slow to pass off. We have seldom had them of late years in the United States.

This week, however, we have been visited by a slight attack of this type of the monetary malady. Many circumstances have had a tendency of late to shake public confidence. The savings bank failures are not yet forgotten. A few weeks ago the Bull's Head Bank, an old institution which enjoyed large credit, suspended payment and further disturbed the public confidence. The monetary tranquillity was hardly restored by the bank resuming business, when another failure was announced—that of the Atlantic Bank—while several other city banks were falsely said to be in trouble. The Atlantic Bank has long been in a moribund condition, and the other banks to which suspicion has pointed have abundantly established their credit by the ordeal of a Clearing-House examination. Still the condition of public confidence has received a shock, and may in consequence be sensitive for some time to come.

The most conspicuous result of this perturbation is the partial return of stringency and the advance of the rates of interest, notwithstanding the influx of currency and of deposits from the interior. Moreover, the stringency naturally arising from the causes we have named has been increased by artificial means, and the tight-money speculators have done their best to spread and augment its virulence. Still the utmost they have been able to do is to delay the return of ease for a few days, and already the worst of the spasm seems to have passed away. As no further trouble seems to threaten any of the banks, there is little doubt that the tidal flow of money will have its normal effect of giving ease and tranquillity for some time to come to the monetary movements at this centre. Still we repeat that it is a notable proof of the strength of our financial position, that after the mercantile community have been harrassed by eight months of almost uninterrupted monetary stringency, the failure and troubles, the excitement and the rumors of the past week have produced so little effect, and have so soon been followed by a partial recovery, such as we see in the money market at present.

For anything that appears we shall have monetary tranquillity for the next two or three months. The best authorities anticipate trouble in the fall. Consequently there will be more disposition to provide time loans beforehand, and already some heavy transactions are reported running to January. This disposition to seek time-loans in the summer, reaching through the fall and winter, if it extends, as it bids fair to do, will have the twofold effect of diminishing the pressure in the fall and

winter and of increasing the activity during the dull months between seasons. If, for this and other reasons, money should not lend at as low rates as usual this summer there will probably be a compensation in the prevalence of easier rates in the fall, especially as the drain of capital from this centre, in consequence of the fires at Chicago and Boston, has ceased, and will in all probability be followed in a few months by a return current setting this way. As this outward flow of capital contributed so much towards making our money market sensitive, tight, and bare of funds, so the return of that capital should tend when it sets in to develop ease.

THE ATLANTIC BANK DEFALCATION.

The failure of the Atlantic Bank, through the embezzlement by its cashier of all its available assets, has caused a profound impression on the public mind, and the Directors of the bank are generally blamed for not having taken more stringent precautions beforehand to avert such a catastrophe. Indiscriminate charges of the most serious character have also been made against these officers, the truth of which nobody is at present able to test, because the facts are so imperfectly known. Till the report of the receiver is published little authentic information can be obtained as to the position of the bank beyond that given on Monday by the Clearing House Committee, which shows that the bank has available assets of \$550,000, while its liabilities are \$615,000. To this deficit of \$65,000 we must add \$162,000 for securities on special deposit which were converted and embezzled by the cashier. The total deficit is thus \$227,000, besides the capital of \$300,000, and the surplus \$57,000 according to the Clearing House report. To meet this the stockholders can be assessed for a sum equal to the par value of their shares, which is \$300,000. Should one-fourth of the shareholders be beyond reach or unable to pay, still enough will, perhaps, be realized from this source to meet the deposits in full. If this be correct then there is no reason why the creditors of the bank should sell their claims, as is reported, for 50 cents on the dollar.

There is nothing in the statement to fasten blame as yet on any one but the cashier, who seems to be alone and to have had no confederates to share the guilt of his speculation. As to most of the charges against the directors of this bank, it is only fair to suspend our judgment until we have the evidence more fully before us, which will involve no more than a few days of delay.

Still there are some points on which enough is already known to sustain the probability of culpable negligence. The good old maxim, *nemo repente turpissimus*, applies with all its force to such men as this delinquent cashier. Ever since his boyhood, Taintor has been in places of trust in some of our best banks, and till lately no shadow of suspicion had ever darkened his path. His family were among the most reputable and honest names in Connecticut. His abilities and standing and prospects were such as to inspire and justify confidence. How long ago he got bitten with the mania for speculating, how long ago he touched the first money of his employers unlawfully, how much he has embezzled altogether, we do not know. The directors do not seem to know. But how was it that they did not observe when the great revolution took place in his habits which rendered him unfit to be a bank officer or to fill any fiduciary position whatsoever where money passed through his hands? Why did not the directors discharge him from office the very moment he was known to speculate? If they had done so, would they not have been more free from blame, and would they not have saved both their stockholders, the public, and the culprit himself from this crushing calamity?

Such are the questions which should be answered by the President and the Directors of the Atlantic Bank, if they would clear themselves from the suspicion of negligence. It is a part of their duty to go frequently to the bank, and to guard against such dangers as have destroyed this institution, ruined its cashier, and struck a blow at public confidence. Many persons seem to suppose that the director is a mere lay figure in a bank parlor, with no active duties to perform and no responsibility if he fails. Under the national currency law, this mischievous error ought to have long ago disappeared; for every director when appointed or elected has to take an oath that "he will diligently and honestly administer the affairs of the association, and will not knowingly violate, or willingly permit to be violated, any of the provisions of the act." We call the attention of the directors to this requirement of the law, and while we do not wish to condemn them hastily, or to deny them the right to a fair hearing, still they must remember that they are on their trial before the bar of public opinion, and that the burden of proof rests on them to show their innocence. If they should be able to clear themselves of all participation, direct or indirect, in the guilt of this embezzlement, we shall hail the proof with welcome. But appearances are for the present against them, and demand a full exculpation.

There is one statement in the Clearing House report to which we have not adverted. It refers to the capital, which has long been impaired, and seems before the defalcation to have been short about \$180,000. This fact, with some others, has led some people to blame the Comptroller of the Currency for not putting some check on the bank. But he has had the bank examined twice during the year instead of once. What other check could he apply? The law gives the Comptroller very little discretion in such cases as this. There are but four instances in which the banking law gives the Comptroller any power to do what is here suggested. In the 53d section of the Banking law two special cases are provided for—namely, that of a bank failing to redeem its notes, and secondly that of a bank violating the provisions of the National Currency law. A third case is the failure to keep up their reserve after 30 days notice. Besides these there is but one other instance where the Comptroller has such powers, namely, where a bank certifies cheques for any of its dealers beyond the amount actually on deposit by such dealer at the hour of certification. These four cases are all those in which the Comptroller has certain limited and well-defined powers to interfere with a bank, and until the final explosion there was no evidence to bring the Atlantic Bank under the urgent notice of the Comptroller. That he should in future direct the examiner to visit oftener than once in six months a bank which is weak and badly managed may be properly suggested. But this is not now the question. No supervision by the Government examiner, no possible checks from the Comptroller of the Currency, no exterior authority under the National Currency act can stand in the stead of internal vigorous management by the board of directors, and not even these safeguards can protect a bank against being robbed and ruined and gutted if it have fallen into the clutch of a defaulting cashier.

THE CERTIFICATION OF CHEQUES.

A discussion has been stirred up during the past week between the banks and the Stock Exchange relative to the real character of certified cheques and the mutual rights and obligations they confer. We have received several communications relative to this controversy, which is of great practical moment. The chief points in dispute are two—

first, is the drawer of a certified cheque freed from responsibility when the bank has certified it? and secondly, is the bank in which a certified cheque is deposited liable to the depositor if the cheque is not paid.

As to the last of these two questions, it is somewhat singular that intelligent men of business can have been misled in regard to it. Still there are not a few persons who imagine that if they deposit to-day a certified cheque in a solvent bank, this bank is responsible for its payment should the certifying bank fail. Thus if A, a dealer in the Atlantic Bank, on the eve of suspension got his cheque certified there for \$20,000, and deposited this cheque in due course in the Bank of Commerce, the claim is that A can recover the amount from the Bank of Commerce, and can hold that institution responsible for the amount of the cheque. Now it is obvious that in this case the Bank of Commerce is responsible just so far as it has bound itself and no further. When receiving the cheque in question, the bank became the agent of its dealer, and was bound to use due diligence in collection. In this instance there is no negligence imputed. The Bank of Commerce used due diligence. But the cheque was not paid because the obligee failed. In other words, the cheque was not good. It was deposited as cash, but was it really cash? If not, the person depositing it has no more claim in regard to this worthless piece of paper than if he had deposited any other spurious instrument or bad cheque in lieu of cash. He acquires no right over the Bank of Commerce by any such deposit, because it was no valid deposit at all. Hence it appears that the dealer is bound to receive his cheque back again when it is tendered to him by the Bank of Commerce. The case comes under precisely the same rule as governs deposits of other commercial paper which turns out to be bad. A bank receiving such evidences of debt is bound to use due diligence in collection. It assumes the obligations of agent to the payee for that purpose, and when, as in this case, there is no negligence alleged, but the paper was bad *ab initio*, it would be absurd to hold the agent responsible beyond certain definite limits. All that the Bank of Commerce had to do in the matter it is admitted to have done. This duty was first to receive the cheque, and present it without delay for payment, and secondly to return it to the depositor when payment was refused. From these obvious principles it follows, therefore, that the banks are very nearly right in the position they have taken. They claim that the deposit of a cheque certified by a bank on the eve of suspension gives no right to the depositor, and imposes no claim as against the bank in which the deposit is made. This is undoubtedly true if it is admitted, as in this case, there was no negligence in presenting the check for payment, and if the loss occurred in spite of due diligence on the part of the bank as agent in the work of collection.

As to the other question, our correspondents are, we think, in the wrong. They claim that after a cheque is certified the drawer is still responsible to the holder. Thus if A drew his cheque on the Atlantic Bank, which certified the said check on the eve of failure, and did not pay it when presented in due course, they think that B, the holder, can make A responsible, and can recover the amount just as if A were an endorser of an ordinary commercial note. The rulings of the courts leave no doubt that this is an error. The decisions for the last quarter of a century have regarded the certification of a cheque by a bank as relieving the drawer and binding the bank alone. This ruling is based on the very obvious principle that when B presents his cheque for certification he has his option either to take the money or to accept the certification instead. By refusing

the money and choosing to take the certification he elects to trust the bank. A new instrument is thus made between B and the bank; and as B has chosen voluntarily to forego the receipt of his money, and to make the bank his custodian thereof, A is released from the obligation, which was fulfilled and exhausted at the moment of certification. The error has arisen from a misapprehension of the legal effect of the act of certification. This was clearly set forth in the decision of Judge Spaulding last week. He says:

The legal effect of the certification of commercial paper by banks has been passed upon in numerous cases—*Willetts vs. The Phoenix Bank* (2 Dewey, 131); *Meade vs. The Merchants' Bank of Albany* (25 N.Y., 148). According to the course of business in New York city between the Clearing House and Exchange and banks which effect their clearances through it, the certification of commercial paper by a bank means something more than a mere assumption of an obligation to pay the certified paper when presented. The certification is in effect an order for the Clearing House to pay the amount to the credit of the bank holding the paper, and to charge the certifying bank with a corresponding amount. It is precisely the same as if the certifying bank took the note and gave its check upon the Clearing House for a specific sum of money. I am of opinion that the certification of the note operated as a payment of it. The teller of the plaintiff testified that when he certified the note he did not know the maker's account had been overdrawn. It cannot be claimed that this was such a voluntary payment as to defeat the right of recovery. A payment made without a full knowledge of all the facts concerning the matter is not a voluntary payment. (*Lake vs. Citizens' Bank*, 3 Keys, 276; *Kingston Bank vs. Eldridge*, 40 N.Y., 391.)

Many other cases are cited to which we need not refer, as the fact is well-established that a cheque after certification binds the bank, and is almost precisely equivalent to a certificate of deposit, for the payment of which the bank alone is responsible.

If the two points which we have discussed had raised a question as to what is due diligence in regard to the agency of banks in the collection of cheques and mercantile paper, or what power a bank has to withdraw and cancel its certification after it has been accepted by the public in lieu of money payment, there might have been more difficulty in the solution. In the shape in which the certification controversy is now presented, we have little room for doubt as to where the obligation lies.

FINANCIAL REVIEW OF THE MONTH OF APRIL.

The general course of the money market during April was towards a condition of greater ease, but the improvement was quite gradual, and even up to the close of the month, loans on ordinary stock collateral were made as low as 7 per cent., only in a few exceptional cases. The month opened with the extreme culmination of the long continued stringency in money, and the payment of $\frac{1}{4}$ per cent. a day by many Wall street borrowers; from this point there was a gradual decline, as the flow of currency from the country increased the resources of the banks, and during the latter part a commission of $\frac{1}{4}$ to 1-64 per day, in addition to legal interest, was the prevailing rate. Our city banks, on their weekly statement of March 29, showed a deficiency of \$377,200 below the 25 per cent. reserve required by law; April 5th, a deficiency of \$3,245,800; April 12, a deficiency of \$2,025,300; April 19, a deficiency of \$983,950; and April 26, a deficiency of \$309,275. The extraordinary tightness in money, and its prolongation for months beyond the time when easier rates had been expected, worked very oppressively for all borrowers on stocks and led to the suspension of several very respectable firms of stock-brokers. There was no panic, however, and the general feeling in financial circles showed a growing improvement as the prospect for easier money increased.

On Saturday, the 26th, the failure of the Atlantic National Bank in consequence of the loss of over \$400,000 through the speculations of its cashier, Mr. Taintor, caused much excitement and general indignation, not only among those directly interested, but in business circles generally.

Government bonds at the opening were depressed by the sales of parties who were obliged to dispose of their securities in order to get ready money, but recovered immediately from the effects of this movement, and afterward continued strong under an active demand. From 116½ on the first of the month, the 5-20s of 1867 advanced to 119½ on the 23d, and closed at 119½. The leading feature of the business in Governments was the demand from foreign purchasers, who were ready to take more bonds than the market could supply, and were unable, in fact, to supply their wants at the current prices.

PRICES OF GOVERNMENT SECURITIES IN APRIL, 1873.

Coupon bonds.											
5s '81 fund.	6s '81	6s '81	5-20s	5-20s	5-20s	5-20s	5-20s	10-40s	10-40s	6s	
Apl. coup.	reg. coup.	1862.	1863.	1865.	1865n.	1867.	1868.	reg. coup.	cur.		
1	117½	119½	116½	115½	116½	111½	112	112½	114		
2	117½	119½	116½	115½	116½	111½	112	112½	114		
3	117½	119½	116½	115½	116½	111½	112	112½	114		
4	117½	119½	116½	115½	116½	111½	112	112½	114		
5	117½	119½	116½	115½	116½	111½	112	112½	114		
6	117½	119½	116½	115½	116½	111½	112	112½	114		
7	117½	119½	116½	115½	116½	111½	112	112½	114		
8	117½	119½	116½	115½	116½	111½	112	112½	114		
9	117½	119½	116½	115½	116½	111½	112	112½	114		
10	117½	119½	116½	115½	116½	111½	112	112½	114		
11	117½	119½	116½	115½	116½	111½	112	112½	114		
12	117½	119½	116½	115½	116½	111½	112	112½	114		
13	117½	119½	116½	115½	116½	111½	112	112½	114		
14	117½	119½	116½	115½	116½	111½	112	112½	114		
15	117½	119½	116½	115½	116½	111½	112	112½	114		
16	117½	119½	116½	115½	116½	111½	112	112½	114		
17	117½	119½	116½	115½	116½	111½	112	112½	114		
18	117½	119½	116½	115½	116½	111½	112	112½	114		
19	117½	119½	116½	115½	116½	111½	112	112½	114		
20	117½	119½	116½	115½	116½	111½	112	112½	114		
21	117½	119½	116½	115½	116½	111½	112	112½	114		
22	117½	119½	116½	115½	116½	111½	112	112½	114		
23	117½	119½	116½	115½	116½	111½	112	112½	114		
24	117½	119½	116½	115½	116½	111½	112	112½	114		
25	117½	119½	116½	115½	116½	111½	112	112½	114		
26	117½	119½	116½	115½	116½	111½	112	112½	114		
27	117½	119½	116½	115½	116½	111½	112	112½	114		
28	117½	119½	116½	115½	116½	111½	112	112½	114		
29	117½	119½	116½	115½	116½	111½	112	112½	114		
30	117½	119½	116½	115½	116½	111½	112	112½	114		

Open'g 115½ 117½ 119½ 116½ 118 115½ 116½ 111½ 112 112½
 Highest 116½ 118 120 118½ 120½ 118 119½ 117½ 118 118½
 Lowest 115½ 116½ 118½ 118½ 120½ 117½ 119½ 117½ 111½ 113½
 Closing 116 117½ 120½ 118½ 120½ 117½ 119½ 117½ 111½ 113½

CLOSING PRICES OF CONSOLS AND U. S. SECURITIES AT LONDON IN APRIL.

Date.	Cons U. S.	5-20.	10-40.	Date.	Cons U. S.	5-20.	10-40.
for mon.	'65 o.	1867.		for mon.	'65 o.	1867.	
Tuesday.....	1 92½	94½	89½	Sunday.....	20	92½	94½
Wednesday.....	2 92½	94½	89½	Monday.....	21	93½	91½
Thursday.....	3 92½	94½	89½	Tuesday.....	22	93½	91½
Friday.....	4 92½	94½	89½	Wednesday.....	23	93½	91½
Saturday.....	5 92½	94½	89½	Thursday.....	24	93½	91½
Sunday.....	6			Friday.....	25	93½	91½
Monday.....	7 93	94½	89	Saturday.....	26	93½	91½
Tuesday.....	8 93	94½	89	Sunday.....	27	93½	91½
Wednesday.....	9 93½	94½	89	Monday.....	28	93½	91½
Thursday.....	10 94½	94½	89½	Tuesday.....	29	92½	93½
Friday.....	11 94½	94½	89½	Wednesday.....	30	92½	93½
Saturday.....	12 93½	94½	89½				
Sunday.....	13						
Monday.....	14 (Holi day.)			Opening.....	92½	94½	89½
Tuesday.....	15 93½	94½	89½	Highest.....	93½	94½	94½
Wednesday.....	16 93½	94½	89½	Lowest.....	92½	91½	89
Thursday.....	17 93½	94½	89½	Closing.....	93½	92½	89½
Friday.....	18 92½	91½	89½	Lowest Jan. 1	91½	91½	92½
Saturday.....	19 93½	91½	89½				

In State and railroad bonds very little was done till towards the latter part of the month, when the high prices of Governments and the relaxation in money led to a perceptibly better business in railroad securities.

The stock market bore up with considerable tenacity under the monetary pressure, until the 16th and 17th, when there was quite a break in prices, following the announcement of the failure of a stock brokerage firm of some standing, and for a short time the tone was feverish and rather panicky. From this there was a rapid recovery in prices, and a feeling of some buoyancy at times, though the market was quiet and dull during the last part, and depressed at the close by the failure of the Atlantic Bank.

The following table will show the opening, highest, lowest and closing prices of railway and miscellaneous stocks during the months of March and April:

March.											
Railroad Stocks—											
Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
Albany & Susquehanna.	94½	94½	93½	94	95½	94	95½				
Alton & Terre Haute.	25	25	23½	23½							
Atlantic & Pacific pref.	23	20	23	25	25	27½	23	23			
Boston, Hartford & Erie	8½	9½	2½	3½	4½	4½	2½	3½			
Chicago & Alton.....	110½	113	108½	112½	111½	111½	110	110½			
do do scrip.....	97	97	97	97	97	97	97	97			
Chicago, Burl. & Quincy	118½	114½	111	114½	115½	115½	111	113			
do & Northwest'n	81	82½	80	80	77	82½	76	81½			
do do pref.	89½	89½	87½	88	86½	88	83	86½			
do & Rock Island.	113½	117½	112	113½	114½	104½	108½				
Columb., Chic. & Ind. C.	40½	42½	36	37	38½	40½	37½				
Cleve. & Pittsburg guar.	80½	80	88	88½	88½	87	88	87½			
do Col., Cin. & Ind.	80½	80	87	86½	87	88	87½				
Del., Lack. & Western.	101½	101½	100	100	101½	98	101½				
Dubuque & Sioux City.	63	63	63	63	64½	66½	63½	64½			
Erie.....	66½	66½	62½	64	64½	66½	63½	64½			
do preferred.....	79½	79½	74	74½	78	75½	78	75½			

March.											
Railroad Stocks—											
Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
Harlem.....	129	139½	127	136	126½	140	120	125			
do pref.....	123	138	135	135							
Hannibal & St. Joseph.	45½	45½	40	40	40	45½	37	40½			
do do pref.	61½	66	60	60							
Illinois Central.....	122½	123	117½	117½	114	118	114	117½			
Lake Sho. & Mich. South	92½	96½	91½	91½	91½	93½	89½	91½			
Louisville & Nashville.	79	79	79	79							
Marietta & Cin. 1st pref.	24	24	24	24							
do do 2d pref.	12	12	12	12							
Michigan Central.....	108½	108½	105	105	105	105	103½	105			
Milwaukee & St. Paul	53½	60½	52	52	52	58	53	57½			
do do pref.	73½	76½	73	74½	74½	74½	73½	74½			
Missouri, Kan. & Texas.	37½	38	35	35	35	36	35	36			
Morris & Essex.....	91½	91½	90½	90½	90½	92	90	92			
New Jersey.....					120	120	120	120			
New Jersey Central.....	103½	104½	103	103	104½	102½	96	100½			
N. J. Southern.....	26	30	26	30	27	38	27	35½			
N. Y. Cen. & H. R.	103½	106½	100	100½	100	102½	97½	100½			
do N. Haven & Hart.	141	141	139½	139½	138	139	109½	138			
Ohio & Mississippi.....	45½	46½	44½	44½	44½	45½	40	49			
do do pref.	74½	74½	73	73½	75	75½	73½	74½			
Pacific of Missouri.....	52	54	51½	52	50½	50½	49	49			
Panama.....	108½	127½	106½	109	108½	112½	109½	111			
Pitts. F. W. & Chl. guar.	95	95	93	93	93	93½	91½	93			
Rome & Watertown.....	80	80	80	80							
St. Louis & Iron Moun.	90	91	90	91							
St. L. K. City & N. Pref.	64½	65	58	58	55	55	55	55			
Union Pacific.....	34½	35½	33½	33½	33½	34½	32	35			
Tol. & Wab. & Western.	73½	74½	71½	71½	72½	72½	67	69½			

Miscellaneous—

Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
Consolidated Coal.....	51½	57½	51½	55½	55	58½	53½
Cumberland Coal & Iron	91	91	91	91	96	96	96
American Coal.....	55	62½	55	61	60	62½	60
Spring Mountain coal	59	62	59	61	60½	60½	60½
Maryland Coal.....	23½	28	23	25½	25	25½	24½
New Central Coal.....	44½	45½	44½	45½			
Pennsylvania Coal.....	230	230	225	230	225	225	225
Atlantic Mail.....	4	4	3½	4	3	3	3
Pacific Mail.....	58	62	49	53	53	61½	53
Canton.....	101	102½	93½	93½	92½	92½	90
Mariposa pref.....	1	1	1	1	1	1	1
do Land & Mng Co	16	16½	14½	14½	14	14½	13
New Jersey L'd Imp. Co	44½	45	40	40	39	40½	38
Quicksilver.....	54	54	50	50	50	50½	48
West. Union Telegraph.	90	90½	83	83½	83	87½	84½
Adams.....	95½	95½	94	94	94	95½	93
American.....	67	69½	66	66	67	69	65½
United States.....	73½	76	72½	76	75	76	71½
Wells, Fargo & Co. scrip.	85½	85½	80½	83	80	81	78
Del. & Hud. Canal.....	122	123	117	117	115½	115	114½
New York Gas.....				140	140	140	140
Brunswick City Land.....				5	5	5	5

The upward movement in gold reached its highest point on the 5th, 7th and 12th of the month, and on those days touched 119½ as the maximum. From this point the price declined slightly, and ranged within a moderate limit during the balance of the month, at no time falling below 116½, and closing at 117½.

The halting in the upward movement was occasioned chiefly by sales of the gold clique, and subsequently the market continued in a somewhat uncertain position, as it was not known whether a new bull campaign was about to be entered upon.

COURSE OF GOLD IN APRIL, 1873.

Date.	Opening.	Lowest.	Highest.	Closing.	Date.	Opening.	Lowest.	Highest.	Closing.
Tuesday.....	1 117½	116½	117½	117½	Wednesday... 23	117½	117½	117½	117½
Wednesday....	2 117½	116½	117½	117½	Thursday..... 24	117½	117½	117½	117½
Thursday.....	3 117½	117½	117½	117½	Friday..... 25	117½	117½	117½	117½
Friday..... 4	117½	117½	118½	118½	Saturday..... 26	117½	117½	117½	117½
Saturday..... 5	118½	118½	119½	119	Sunday..... 27				
Sunday..... 6					Monday..... 28	117½	117	117½	117
Monday..... 7	119½	118½	119½	118½	Tuesday..... 29	117½	116½	117½	116½
Tuesday..... 8	118½	117½	118½	118½	Wednesday... 30	116½	116½	117½	117½
Wednesday.... 9	118½	117½	118½	118½					
Thursday..... 10	118½	117½	118½	118½	April, 1873.....	117½	116½	119½	117½
Friday..... 11	(Holl. day)				" 1872.....	1110½	109½	113½	112½
Saturday..... 12	118½	118½	119½	118½	" 1871.....	1105½	1105½	1113½	1112½
Sunday..... 13					" 1870.....	1111½	1111½	1115½	1115½
Monday..... 14	118½	118½	118½	118½	" 1869.....	1131½	131½	134½	134½
Tuesday..... 15	118½	117½	118½	117½	" 1868.....	1383½	1373½	1403½	1394½
Wednesday.... 16	117½	117½	117½	117½	" 1867.....	1333½	1328½	1411½	135½
Thursday..... 17	117½	117	117½	117½	" 1866.....	1283½	125½	1295½	125½
Friday..... 18	117½	117½	118½	118½	" 1865.....	151½	143½	154½	146½
Saturday..... 19	118	117½	118½	117½	" 1864.....	167	166½	184½	173½
Sunday..... 20					" 1863.....	1545½	1545½	1550½	1550½
Monday..... 21	117½	117½	117½	117½	" 1862.....	102	101½	102½	102½
Tuesday..... 22	117½	117½	117½	117½	S'ee Jan. 1, 1873	112½	111½	119½	117½

RAILROADS OF NEW YORK STATE.

(Official Returns for the Fiscal Year Ended September 30, 1872.)

In the table which follows we furnish an abstract of the operations and financial affairs of every railroad in the State of New York which was sufficiently far advanced at the close of last fiscal year (Sept. 30, 1872) to have any operating accounts.

The figures have been compiled for us, with much labor, in the office of the State Engineer at Albany, to whom the reports are made, and it is through his courtesy and that of his Deputy that we are thus enabled to publish them several months in advance of the printed report.

COMPANIES.	Capital paid up.	Funded Debt.	Floating Debt.	Cost of road and equip'm't.	Miles operated.	EARNINGS.				Trans- portation expense.	Am'ts paid for divid's.	Interest pay-ments.	Surplus.
						Passen-ger.	Freight.	Other.	Total.				
Adirondack	\$3,763,000	\$930,000	\$1,963,756	\$2,728,692	60	\$31,871	\$64,257	\$4,296	\$100,425	\$.....	\$.....	\$.....	\$.....
Albany & Susquehanna	5,000,000	4,467,000	.....	7,463,572	142	349,175	908,115	83,936	1,341,228	917,407	178,500	311,686	.....
Albany & Vermont	600,000	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....
Atlantic & Great Western	24,000,000	56,992,240	.....	5,871,375	387 1/2	1,121,348	4,126,479	204,072	5,451,899	4,596,229	.....	115,575	700,095
Atlantic & Ontario	70,000	20,000	.....	245,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Avon, Genesee & Mount Morris	194,250	.....	20,000	245,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Avon, Genesee & Mount Morris	69,000	.....	.....	30,295	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belmont & Buffalo	252,600	72,000	.....	324,534	8	.....	.....	.....	.....	.....	.....	.....	.....
Black River & Morrisstown	144,988	.....	266	144,432	.....	.....	.....	.....	.....	.....	.....	.....	.....
Black River & St. Lawrence	468,000	.....	.....	582,346	15 1/2	.....	.....	.....	.....	.....	.....	.....	.....
Roseburgh & Corning	19,661,100	3,037,000	539,560	24,301,751	201 1/2	2,880,883	5,846,768	531,946	9,259,598	6,576,984	1,977,469	115,154	3,240,307
Boston & Albany	428,717	700,000	548,229	1,546,930	43	79,365	142,083	6,650	228,099	240,150	.....	10,004	.....
Buffalo, Corry & Pittsburgh	228,000	.....	2,437	225,469	3 1/2	.....	.....	.....	14,335	14,335	.....	7,124	.....
Buffalo Creek	20,210	.....	45,000	41,476	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo & Jamestown	950,000	2,380,000	.....	3,330,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, New York & Erie	1,600,707	1,876,500	430,605	3,064,271	88	72,645	57,195	9,304	139,145	131,845	.....	71,820	.....
Buffalo, New York & Philadelphia	455,433	150,000	.....	661,139	18	.....	.....	.....	.....	.....	.....	.....	.....
Carthage, Watertown & Sackett's H.	354,434	800,000	.....	712,974	12	.....	.....	.....	.....	.....	.....	.....	.....
Cayuga Lake	589,110	.....	.....	1,183,012	34	30,415	93,023	8,993	132,433	126,250	58,019	.....	.....
Cayuga & Susquehanna	254,529	250,000	29,250	538,000	15	14,069	10,706	1,109	25,885	21,494	.....	.....	.....
Cazenovia & Canastota	10,688	.....	17,343	28,632	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cazenovia & De Ruyter	297,800	687,000	479,508	1,459,616	22	.....	.....	.....	.....	.....	.....	.....	.....
Central of Long Island	380,000	.....	400,000	.....	17	129,574	392,652	4,794	527,021	455,602	.....	.....	.....
Chemung	195,774	.....	.....	78,621	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clayton & Theresa	150,000	.....	.....	150,696	4 1/2	.....	.....	.....	.....	.....	.....	.....	.....
Clove Branch	308,405	100,000	22,240	458,914	16	21,455	13,809	2,347	39,611	24,884	.....	8,782	1,681
Cooperstown & Susquehanna Valley	77,920	.....	.....	98,319	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delhi & Middletown	1,366,000	1,400,000	180,907	2,770,565	54 1/2	39,876	65,496	3,890	109,262	107,198	.....	17,017	.....
Dunkirk, Warren & Pittsburgh	1,488,487	1,500,000	554,407	2,796,377	58	41,642	154,284	14,619	210,546	237,542	25,000	2,052	.....
Dutchess & Columbia	500,000	.....	.....	1,777,384	46	.....	.....	.....	.....	.....	.....	.....	.....
Elmira, Jefferson & Canandaigua	1,000,000	1,570,000	.....	2,212,000	9	19,169	44,789	161	64,119	63,577	.....	.....	.....
Elmira & Williamsport	144,900	120,000	.....	191,302	12 1/2	.....	.....	.....	.....	.....	.....	.....	.....
Erie & Genesee Valley	86,536,910	26,395,000	2,517,301	108,80,687	459	3,329,349	14,509,745	532,795	18,371,887	12,594,504	597,583	1,742,554	1,730,843
Erie Railway	281,010	1,281,200	81,039	1,33,529	12	207,469	52,848	21,526	281,844	195,349	.....	89,963	.....
Flushing & North Side	300,000	300,000	41,382	493,731	10	36,728	29,651	11,643	78,022	42,069	.....	26,590	.....
Fonda, Johnstown & Gloversville	270,734	.....	.....	399,218	.....	.....	.....	.....	.....	.....	.....	.....	.....
Geneva & Ithaca	96,639	125,000	8,000	148,877	8	11,346	22,005	2,366	35,717	30,106	12,000	.....	.....
Glen's Falls	105,000	246,500	.....	103,415	14	13,060	15,692	1,605	30,357	13,014	.....	.....	.....
Goshen & Deckertown	200,000	.....	.....	206,061	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greene	130,098	185,500	11,086	206,061	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greenwich & Johnsonville	4,000,000	4,000,000	40,509	8,000,000	116	83,635	221,073	13,040	317,748	288,021	.....	.....	.....
Harlem Extension	41,860	.....	656,761	660,061	.....	.....	.....	.....	.....	.....	.....	.....	.....
Harlem River & Port Chester	216,300	.....	621	216,992	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson & St. Lawrence	494,161	600,000	103,301	1,266,190	35 1/2	21,385	73,371	16,155	110,942	65,920	.....	47,880	3,828
Ithaca & Athens	214,600	.....	.....	614,868	17 1/2	.....	.....	.....	.....	.....	.....	.....	.....
Junction	200,000	104,000	96,097	362,186	7 1/2	37	160,688	.....	160,736	74,645	.....	7,117	.....
Lackawanna & Susquehanna	1,727,552	792,000	96,097	1,541,455	7 1/2	4,085,304	11,848,338	778,816	16,712,359	11,697,159	2,965,643	1,977,043	34,024
Lake Champlain & Moriah	50,000,000	26,328,000	3,903,472	64,583,352	540	443,061	383,741	38,388	865,191	587,994	130,000	108,865	8,000
Lake Ontario Shore	3,000,000	1,500,000	125,000	5,016,402	158	5,000	4,200	2,250	11,450	6,555	.....	1,190	1,000
Middleburg & Schoharie	85,800	15,000	400	131,982	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middletown & Crawford	134,407	68,500	.....	130,476	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middletown, Unionville & Water Gap	122,630	225,000	30,890	350,476	.....	5,050	19,841	10,127	35,019	23,223	.....	12,016	30
Montgomery & Erie	150,005	177,000	.....	288,930	10	2,103	7,487	19,107	28,698	9,103	6,002	12,066	1,525
Monticello & Port Jervis	418,995	650,000	60,835	1,069,083	23 1/2	12,115	25,964	2,464	40,531	33,019	.....	.....	.....
Montreal & Plattsburgh and White-hall & Plattsburgh	1,000,000	.....	.....	.....	43	33,929	64,340	3,308	101,578	74,755	.....	.....	.....
New York & Boston	1,250,000	.....	.....	.....	740	6,662,006	16,229,646	2,659,022	25,550,675	16,446,496	7,244,831	1,030,371	.....
New York Central & Hudson River	9,000,000	4,864,024	1,135,000	13,448,583	130 1/2	1,110,195	1,291,891	452,437	2,856,524	1,719,383	729,230	393,032	.....
New York & Harlem	200,000	235,000	15,000	219,500	5 1/2	23,388	9,976	.....	33,364	27,383	.....	.....	.....
New York & Hempstead	261,000	183,500	156,475	616,363	5 1/2	.....	.....	.....	net 3,010	.....	.....	.....	.....
New York, Kingston & Syracuse	2,662,921	2,000,000	92,692	3,245,921	74	86,593	127,004	5,769	219,367	146,024	.....	.....	.....
New York & Mahopac	265,000	.....	.....	264,912	7	.....	.....	.....	.....	.....	.....	.....	.....
New York, New Haven & Hartford	15,000,000	1,641,500	.....	4,702,445	15 1/2	667,500	137,423	48,924	853,849	462,154	.....	506,151	.....
New York & Oswego Midland	5,872,549	12,500,993	474,383	18,496,368	334	278,980	600,826	94,983	974,791	823,771	.....	.....	.....
New York, Utica & Ogdensburg	77,500	.....	14,897	81,422	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York West Shore & Chicago	45,100	5,019,240	15,419	962,223	.....	.....	.....	.....	.....	.....	.....	.....	.....
Niagara Bridge & Canandaigua	1,000,000	.....	.....	3,495,832	99	.....	.....	.....	.....	.....	.....	.....	.....
Northern of New Jersey	.....	400,000	.....	527,451	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Shore	193,445	135,000	6,000	300,548	6 1/2	.....	.....	.....	.....	.....	.....	.....	.....
Nyack & Northern	78,250	150,000	2,049	226,732	4 1/2	.....	.....	.....	.....	.....	.....	.....	.....
Ogdensburg & Lake Champlain	5,077,000	1,012,000	.....	5,796,920	118	152,888	830,856	22,329	1,005,979	743,112	.....	.....	.....
Oswego & Rome	300,000	612,100	27	950,952	28 1/2	.....	.....	.....	.....	.....	.....	.....	.....
Oswego & Syracuse	1,444,400	.....	.....	1,445,114	35 1/2	126,326	190,515	38,038	354,889	281,002	.....	114,189	.....
Pennsylvania & Susquehanna	567,873	.....	.....	552,729	.....	.....	.....	.....	.....	.....	.....	.....	.....
Poughkeepsie & Eastern	524,463	508,200	506,079	1,391,371	41	32,627	19,235	1,215	53,078	38,939	.....	49,173	.....
Rensselaer & Saratoga	6,000,000	1,925,000	7,489,627	181	661,433	961,944	125,537	1,748,915	1,144,691	430,000	.....	134,750	.....
Rochester & Genesee Valley	557,560	.....	.....	671,303	18 1/2	.....	.....	.....	.....	.....	.....	.....	.....
Rochester, Nunda & Pennsylvania	489,100	.....	47,000	447,442	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rochester & Pine Creek	118,870	.....	117,163	.....	6 1/2	1,909	1,002	179	3,091	2,567	.....	.....	.....
Rochester & State Line	16,084	125,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland Central	24,420	.....	33,062	32,558	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rome & Clinton	250,000	100,000	10,000	350,000	13	.....						

THE DEBT STATEMENT FOR MAY, 1873.

The following is the official statement of the public debt, as appears from the books and Treasurer's returns at the close of business on the last day of April, 1873:

Debt bearing interest in coin.

Character of Issue.	Authorized.	When Issued.	Payable.	Registered.	Compon.	Interest.	Accru'd.
6s of 1858.	June 14, '58.	1874	(c) \$6,045,000	\$13,955,000		\$2,650	(a) \$333,333
6s of 1861.	Feb. 2, '61.	1880	(f) 2,739,000	4,536,000		20,91	(a) 368,500
6s, Oregon War.	Mar. 2, '61.	1881	(125,555,650	83,765,700		221,22	(a) 788,327
6s of 1861, July 7 and Aug. 5.	Mar. 2, '61.	1881	30,761,850	232,745,900		354,119	(b) 1,905,232
6s, 5-30s, of 1862.	Feb. 25, '62.	1882	33,342,450	21,457,550		71,903	(a) 1,500,000
6s of 1861.	Mar. 3, '63.	1881	140,099,750	54,467,550		264,585	(c) 1,621,394
6s, 10-40s.	Mar. 3, '64.	1884	2,293,500			895	(b) 68,305
6s, 5-20s, of 1864.	June 30, '64.	1884	32,534,950	31,562,400		101,256	(b) 1,077,010
6s, 5-20s, 1875.	Mar. 3, '65.	1885	38,445,50	119,159,40		253,770	(b) 1,466,154
6s, 5-20s, 1865, New.	Mar. 3, '65.	1885	58,812,300	148,633,300		3,330	(a) 1,494,000
6s, 5-20s, 1867.	Mar. 3, '65.	1887	90,974,300	224,700,450		1,039,304	(a) 6,313,493
6s, 5-20s, 1868.	Mar. 3, '65.	1888	14,197,500	24,432,900		132,724	(a) 712,435
6s, Funded Loan, 1881, July 14.	Mar. 3, '65.	1881	129,152,300	70,517,700		845,378	(a) 2,500,000

Aggregate of debt bearing interest in coin. 784,301,100 1,014,101,850 8,556,456 36,012,568
(a) Interest payable Jan. & July. (b) May & Nov. (c) March & Sept., except coupons \$50 & \$100 paid annually in March. (d) Feb., May, Aug. & Nov. (e) Reg. \$5,000; coupon \$1,000. (f) Reg. 1,000, \$5,000. (g) Reg. \$5,000; coupon \$1,000. (h) Reg. \$50, \$100, \$500, \$1,000, \$5,000 & \$10,000; coupons, \$50, \$100, \$500 & \$1,000.

Debt Bearing Interest in Lawful Money.

8 per cent. Certifs. Acts March 2, '67 and July 25, '68. Payable on demand, with interest (settled in \$5.00 & \$10.00).	Principal.	Interest.
5s, Navy pension. Act July 23, '68. Int. only appl'd to pens'ns.	14,000,000	140,000
4s, Certifs. of indebtedness. Act July 3, '70. Due in 1875.	678,000	4,580

Aggregate of debt bearing interest in lawful money. \$14,898,000 \$149,283

Debt on Which Interest Has Ceased Since Maturity.

4 to 6s, Bonds.	Matured at various dates prior to Jan. 1, '37.	Principal.	Interest.
5s, Mex. Indem.	Matured at various dates in '51 and '52.	\$57,685	\$64,174
6s, Bonds.	Matured Dec. 31, 1867.	1,650	172
6s, Bounty L.	Matured July 1, 1869.	8,900	2,570
5s, Texas Indem.	Matured Dec. 31, 1869.	174,000	11,300
6s, Bonds.	Matured Jan. 1, 1871.	10,000	625
6s, 5-20s, (called).	Matured Dec. 1, 71, and Feb. 7, '72.	673,250	98,415
1-10s, Tr. notes.	Matured at various dates from '38-'44.	82,575	2,670
1-10s, Tr. notes.	Matured at various dates in '47 and '48.	6,000	306
6s, Tr. notes.	Matured at various dates in '48 and '49.	950	57
3s, Tr. notes.	Matured at various dates in '48 and '50.	2,000	108
6s, Tr. notes.	Matured March 18, 1850.	8,150	578
7s-10s, 3 years.	Matured Aug. 19 and Oct. 1, 1864.	19,450	1,481
5s, one year.	Matured at various dates in 1865.	88,715	4,447
5s, 2 years.	Matured at various dates in 1866.	59,450	4,419
6s, Com. Int. n.	Matured June 10, '61, and May 15, '68.	499,680	99,416
7s-10s, 3 years.	Matured Aug. 15, 1867, and June 15 and July 15, 1868.	282,550	24,449
4, 5 & 6s, Certifs. of Ind.	Matured at various dates in 1866.	5,000	813
4, 5 & 6s, Tem.	Matured Oct. 15, 1866.	76,560	7,438
3s, Certifs. (called).	Matured monthly from Dec. 31, 1870, to April 1, 1872.	475,000	1,121
Agg. of debt on which int. has ceased since mat'y.		\$2,524,350	\$321,184

Debt Bearing no Interest.

Authorizing acts.	Character of issue.	Amt. outstanding.
July 17, 1861, and Feb. 12, 1862.	Demand notes.	\$32,822
Feb. 23 and July 11, '62, and March 3, '63.	U. S. legal-tender notes.	\$37,148,962
June 2, 1872.	Certificates of deposit.	\$25,120,000
July 17, 1861.	Fractional Currency.	45,664,625
March 3, 1863, and June 30, 1864.	Fractional currency.	21,787,400
March 8, 1868 (in \$30, 50, 100, 500, 1,000 & 5,000).	Certifs. for gold deposited.	21,787,400
Agg. of debt bearing no interest.		\$152,803,810

Recapitulation.

DEBT BEARING INTEREST IN COIN—Bonds at 6 p. cent.	Amount Outstanding.	Interest.
Bonds at 5 p. cent.	\$1,338,738,650	\$2,650
Total debt bearing interest in coin.	\$1,338,738,650	\$2,650
DEBT BEARING INTEREST IN LAWFUL MONEY—		
Certificates at 4 p. cent.	\$678,000	
Navy pension fund, at 3 p. cent.	14,000,000	
Certificates at 3 p. cent.	215,000	
Total debt bearing interest in lawful money.	\$14,898,000	149,283
DEBT ON WHICH INT. HAS CEASED SINCE MATURITY.	\$2,524,350	\$321,184
DEBT BEARING NO INTEREST—		
Demand and legal tender notes.	\$32,822	
Certificates of deposit.	25,120,000	
Fractional currency.	45,664,625	
Certificates of gold deposited.	21,787,400	
Total debt bearing no interest.	\$95,394,847	
Unclaimed interest.		16,604
Total.	\$2,218,327,110	\$40,056,436

Total debt, principal and interest to date, including interest due not presented for payment. \$2,258,383,167

AMOUNT IN THE TREASURY—

Coin.	\$76,926,440
Current.	2,997,571
Special deposit held for redemption of certificates of deposit as provided by law.	25,120,000
Total.	\$105,044,011
Debt, less amount in the Treasury, May 1, 1873.	\$2,153,339,156
Debt, less amount in the Treasury, April 1, 1873.	\$2,155,736,641
Decrease of debt during the past month.	\$2,397,485
Decrease of debt since March 1, 1873.	\$3,891,541
Decrease of debt since March 1, 1869, to March 1, 1873.	\$368,032,569

Bonds Issued to the Pacific Railroad Companies, Interest Payable in Lawful Money.

Character of Issue.	Amount outstanding.	Interest accrued and not paid.	Interest paid by United States.	Interest repaid by transp'n by United States.	Balance of moneys, &c. States.
Central Pacific.	\$25,885,120	\$517,702	\$7,144,929	\$7,144,929	\$6,425,835
Kan. Pac. late U.P.E.D.	6,306,000	126,000	2,158,443	1,081,863	1,076,579
Union Pacific Co.	27,286,512	544,730	7,796,347	2,337,497	5,441,357
Gen. B'n. U. Pac.	1,600,000	32,000	611,808	18,651	533,546
Western Pacific.	1,970,000	39,411	426,796	9,364	432,831
Sioux City and Pacific.	1,622,320	32,566	438,453	5,124	438,331
Total issued.	\$64,622,512	\$1,292,170	\$15,509,250	\$4,185,438	\$14,228,842

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds, in denominations of \$1,000, \$5,000 & \$10,000; bear six per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks approved since the 24th inst. These weekly changes are furnished by and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Maine—	The Lime Rock National Bank.	The National Exchange Bank of Boston, approved.
Rockland.	The Agawam National Bank.	The Bank of New York National Bank Association, New York, approved in place of The St. Nicholas National Bank of New York.
Massachusetts—		
Springfield.		
New York—	The National Bank.	The Metropolitan National Bank of New York, approved in place of the Atlantic National Bank of New York.
Vernon.		
Louisiana—	The Germania National Bank.	The Fourth National Bank of New York, approved in place of the Ocean National Bank of New York (failed).
New Orleans.		
Kentucky—	The Commercial National Bank.	The Kentucky National Bank of Louisville, approved as an additional Redemption Agent.
Versailles.		
Indiana—	The First National Bank.	The Importers and Traders' National Bank of New York and the Union National Bank of Chicago, approved.
Michigan City.		
Michigan—	The First National Bank.	The City National Bank of Chicago, approved.
Ishpeming.		
Michigan—	The First National Bank.	The Central National Bank of New York, revoked.
Kalamazoo.		
Michigan—	The First National Bank.	The City National Bank of Chicago, approved.
Negaunee.		
Illinois—	The Miners' National Bank.	The Second National Bank of Chicago, approved in place of The Cook County National Bank of Chicago.
Braidwood.		
Illinois—	The First National Bank.	The Second National Bank of St. Louis, approved as an additional Redemption Agent.
Cairo.		
Kansas—	The First National Bank.	The Fifth National Bank of Chicago, revoked.
Baxter Springs.		

New National Banks.

The following is a list of National Banks organized since the 17th inst., viz:

Official No. 2,103—The Central National Bank of Boston, Mass. Authorized capital, \$500,000; paid in capital, \$500,000. Henry Smith, President; Lewis W. Young, Cashier. Authorized to commence business April 30, 1873.

Latest Monetary and Commercial (English) News.

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—APRIL 18.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam.	short.	12 1/2 @ 12 1/2	April 18.	short.	12 05
Antwerp.	3 months.	25 57 1/2 @ 25 72 1/2	"	"	25 40
Hamburg.	"	20 48 @ 20 52	"	3 mos.	20 05
Paris.	short.	25 40 @ 25 50	"	short.	25 40
Paris.	3 months.	25 72 1/2 @ 25 83 1/2	"	3 mos.	109
Vienna.	"	11 17 1/2 @ 11 25 1/2	"	"	6 30 1/2
Berlin.	"	6 34 1/2 @ 6 39 1/2	"	"	11 1/2
Frankfurt.	"	119 7-16 @ 119 1/2	"	"	"
St. Petersburg.	"	31 7-16 @ 31 9-16	"	"	"
Cadiz.	"	47 1/2 @ 48	"	"	"
Lisbon.	90 days.	52 1/2 @ 53	"	"	"
Milan.	3 months.	29 65 @ 29 70	"	"	"
Genoa.	"	29 65 @ 29 70	"	"	"
Naples.	"	29 65 @ 29 70	April 18.	short.	29 15
New York.	"	"	April 18.	60 days.	107 1/2
Rio de Janeiro.	"	"	Mch. 26.	90 days.	28 1/2 @ 28 3/4
Bahia.	"	"	Mch. 30.	"	28 1/2 @ 28 3/4
Valparaiso.	"	"	Feb. 28.	"	41 1/2
Buenos Ayres.	"	"	Mch. 18.	"	48 1/2 @ 48 3/4
Pernambuco.	"	"	Mch. 31.	"	29 1/2
Montevideo.	"	"	Mch. 17.	"	51 1/2
Bombay.	60 days.	1s. 10 1/2 d.	April 17.	6 mos.	1s. 11 1/2 d.
Calcutta.	"	1s. 10 1/2 d.	April 15.	"	1s. 11 1/2 d.
Hong Kong.	"	4s. 5d.	April 11.	"	4s. 5 1/2 d.
Shanghai.	"	"	"	"	5s. 10 1/2 d.
Singapore.	"	4s. 5d.	April 15.	"	53 1/2
Penang.	"	"	"	"	53 1/2
Kurrachee.	"	"	"	"	"
Havana.	"	"	Mch. 21.	60 days.	45 @ 45 1/2
Alexandria.	"	"	Mch. 16.	3 mos.	97 1/2
Port Elizabeth.	"	"	Mch. 13.	90 dys.	buying rate, 2 p. c. dis.
Auckland (N. Zealand).	"	"	"	60 dys.	selling rate. d. buying rate 1/2 p. c. dis.
Adelaide.	"	"	Feb. 28.	60 dys.	selling rate 1/2 p. c. dis.
Melbourne.	60 days.	1 per cent. dis.	"	"	selling rate 1/2 p. c. dis.
Sydney.	"	1 per cent. dis.	"	"	selling rate 1/2 p. c. dis.

[From our own correspondent.]

LONDON, Saturday, April 19, 1873.

Notwithstanding the holidays, business has been fairly active this week, and a tolerably healthy tone has prevailed. There have, however, been some failures, and it is expected that several others will take place, but it is not anticipated that they will be for any considerable amounts. Some failures are also reported from Belgium and Switzerland, partly in the silk trade, but chiefly in general business. As regards money, there is no material change, but the Bank return points to higher rather than lower rates of discount. The proportion of reserve to liabilities is now somewhat under 33 per cent, but an improvement is expected, as the circulation of gold, which has of late been extended by the quarterly payments, will soon return to its normal amount. It is evident, nevertheless, that our supply of gold is not likely to be augmented by increased foreign supplies. The demand for export is still sufficiently strong to absorb all arrivals, and hence a diminution rather than an increase in the stock of gold at the Bank is expected. In fact, the only sources whence an increase can arise are the return of gold from internal circulation and the arrival of sovereigns from Australia. The demand for money

during the week has been to a fair average extent, and scarcely any accommodation has been obtainable under the Bank rate. Annexed are the quotations:

Bank rate.....	Per cent.	4 months' bank bills.....	Per cent.
Open-market rates:	4	6 months' bank bills.....	4 1/2 @ 4 1/4
30 and 60 days' bills.....	4 @	4 and 6 months' trade bills.....	4 1/2 @ 5
3 months' bills.....	4 @		

The rates of interest allowed by the joint stock banks and discount houses for deposits are subjoined:

Joint stock banks.....	Per cent.
Discount houses at call.....	3
Discount houses with 7 days' notice.....	3 1/2
Discount houses with 14 days' notice.....	3 3/4

A sum of £100,000 in sovereigns was taken out of the Bank yesterday for transmission to New York. The operation is understood to be of an exceptional character.

The following are the rates for money at the leading Continental cities:

Bank Open rate, market.	Bank Open rate, market.
per cent. per cent.	per cent. per cent.
Paris.....	5 1/2
Amsterdam.....	4 1/4
Hamburg.....	5
Berlin.....	5 1/2
Frankfort.....	5 1/2
Vienna and Trieste.....	5 1/2
Madrid, Cadiz and Barcelona.....	5 1/2
Lisbon and Oporto.....	7 1/2
St. Petersburg.....	6 1/2
Brussels.....	4 1/2
Turin, Florence and Rome.....	5 1/2
Bremen.....	4 1/2
Leipzig.....	4 1/2
Antwerp.....	4 1/2

It will be noted that the open market rates are equivalent to those current at the Bank.

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English Wheat, the price of Middling Upland Cotton, of No. 40 Mule Yarn fair second quality, and the Bankers' Clearing House return compared with the four previous years:

	1869.	1870.	1871.	1872.	1873.
Circulation, including bank post bills.....	24,122,990	23,795,544	24,785,633	26,229,663	26,583,347
Public deposits.....	4,955,443	7,660,221	8,441,172	9,061,523	12,176,758
Other deposits.....	17,659,273	16,976,618	20,092,554	21,088,322	20,774,114
Government securities.....	15,020,798	12,827,812	12,985,549	13,204,056	13,380,963
Other securities.....	17,370,006	18,342,298	20,584,916	24,105,331	26,637,581
Reserve of notes and coin.....	8,392,301	11,559,568	13,255,048	10,822,343	10,979,229
Coin and bullion in both departments.....	17,030,151	19,923,793	23,473,118	21,635,513	22,232,829
Bank rate.....	4 p. c.	3 p. c.	2 1/2 p. c.	4 p. c.	4 p. c.
Consols.....	93d.	94d.	93 1/2 d.	93 1/2 d.	93 1/2 d.
Price of wheat.....	46s. 8d.	42s. 10d.	57s. 6d.	53s. 11d.	55s. 1d.
Mid. Upland cotton.....	13d.	11 1/2 d.	7 1/2 d.	11 3-16d.	9 1/2 d.
No. 40 mule yarn fair 2d quality.....	1s. 3d.	1s. 3 1/2 d.	1s. 0 1/2 d.	1s. 4d.	1s. 2 1/2 d.
Clearing House return.....	£1,750,000	£0,493,000	£8,376,000	£139,065,000	£79,207,000

Gold has been in steady demand for export, but the silver market has been quiet, without material change in the quotations. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake:

	GOLD.	S. d.	S. d.
Bar Gold.....	per oz. standard, last price.	77 9/16 @	...
Bar Gold, fine.....	per oz. standard, do.	77 9/16 @	...
Bar Gold, Refinable.....	per oz. standard, do.	78 0 @	...
South American Doubloons.....	per oz.	78 9 @	74 0
United States Gold Coin.....	per oz. none here.	@	...
	SILVER.	S. d.	S. d.
Bar Silver, Fine.....	per oz. standard, last price.	4 11 1/2 @	...
Bar Silver, containing 5 grs. Gold, per oz. standard, last price		5 0 1/2 @	...
Fine Cake Silver.....	per oz.	no price	...
Mexican Dollars.....	per oz., last price, new.	old,	...
Five Franc Pieces.....	per oz., none here.	@	...

In the rates of foreign exchange there have been no material alterations.

The stock markets have been firm, more especially as regards British railway shares, the brilliant weather of the last fortnight having led to a large increase in the traffic receipts. The holiday traffic has been more than usually large, owing to the very fine weather which has prevailed. The market for foreign stocks, excepting United States, which are firmer, has been dull, and Spanish stock has declined to 21 1/2 to 22, the financial news from Madrid being of a discouraging character. Argentine and Peruvian stocks have improved, the latter in consequence of the large importations of guano this year. In the Consol market there has been considerable firmness, owing to the favorable reports respecting the growing crops, and to the fact that the Government broker has commenced his purchases for the reduction of the national debt at the rate of £40,000 per day. Erie shares are less firm, and have daily receded in price; but Illinois Central have somewhat recovered. The following were the closing prices of the principal American securities this afternoon:

United States 6 per cent 5-20 bonds, ex 4-6.....	90 1/2 @ 90 1/2
do 3d series.....	92 1/2 @ 92 1/2
do 1865 issue.....	91 1/2 @ 91 1/2
do 1867 issue.....	93 1/2 @ 93 1/2
do 5 per cent 10-40 bonds, ex 4-6.....	89 1/2 @ 89 1/2
do 5 per cent Funded Loan, 1871, ex 4-6.....	89 1/2 @ 89 1/2
Atlantic and Gr. West, 8 per cent. Deben't's, Bischoffsheim's cfs.....	61 @ 63
Ditto Consolidated Bonds, 7 per cent., Bischoffsheim's certificates.....	54 @ 55
Ditto 1st Mortgage, 7 per cent bonds.....	80 1/2 @ 81
Ditto 2d Mortgage, 7 per cent bonds.....	70 1/2 @ 71 1/2
Ditto 3d Mortgage.....	43 @ 44

Erie Shares, ex 4-6.....	51 1/2 @ 52
Ditto 6 per cent. Convertible Bonds.....	95 1/2 @ 96 1/2
Ditto 7 per cent Consolidated Mortgage Bonds.....	95 @ 96
Illinois Central Shares, \$100 pd., ex 4-6.....	92 @ 93
Illinois 6 per cent. Levee Bonds.....	98 @ 100
Louisiana 6 per cent. sterling bds., 1900.....	40 @ 45
Massachusetts 5 per cent. bonds, 1890.....	92 @ 94
New Jersey United Canal and Rail bds.....	93 @ 100
Panama Gen. Mort. 7 per cent. bonds, 1897.....	91 @ 93
Pennsylvania Gen. Mort. 6 per ct. bds., 1910.....	98 1/2 @ 99 1/2
Virginia 6 per cent. bonds, ex 4-6.....	42 @ 44

Messrs. J. S. Morgan & Co. announce that they are authorized to receive subscriptions to a loan of £300,000 for the United Jersey Railroad and Canal Company of the United States. The loan will be issued in six per cent. mortgage bonds, payable in gold, at the price of 97 per cent, or £194 per \$1,000 bond, and interest will be payable half yearly in London, on March 1 and September 1 in each year. The prospectus states that no further issues can be made under the present mortgage, except to replace existing debts of the company, and that in no case will any more bonds be issued on the London market before 1875.

The April-May series of Colonial wool sales are to commence on Thursday next, and will be continued to the end of May. The arrivals consist of 155,510 bales, viz., 12,218 bales from Sydney and Queensland, 67,766 Port Phillip, 28,775 Adelaide, 2,045 Van Dieman's Land, 15,815 New Zealand, and 28,900 bales from the Cape of Good Hope. Of that quantity about 5,000 bales have been forwarded direct to Yorkshire and the Continent.

The trade for wheat has been exceedingly quiet during the week, but in the value of the better descriptions of produce there has been no material variation. Fine descriptions of English keep very scarce, and there being some, if not considerable, desire on the part of English farmers to sell their inferior produce, the prices for such descriptions are naturally very irregular. The quality of wheat now chiefly sought after is good red foreign, and that commands a ready sale at full prices for mixing purposes. Fine white foreign wheat is not in active request, and having arrived freely of late from California, is somewhat cheaper.

A telegram from Adelaide, South Australia, states that 180,000 tons of wheat are available for export. The larger portion of that supply will, in all probability, however, be sent to the adjacent colonies of New South Wales and New Zealand.

The weather has of late been very fine both for the growing crops and for all agricultural operations. Although the area of land under wheat is below the average, yet the agricultural prospect is very encouraging, and an abundant yield of produce is anticipated. A large area of land is under barley, beans and potatoes, and the season being if anything rather backward, and there having been no late frosts, there is every indication of a large crop of all kinds of fruit. It is estimated that about 64,400 acres of land are under hops this season.

The following statement shows the imports and exports of cereal produce into and from the United Kingdom since harvest, viz., from September 1 to the close of last week, compared with the corresponding periods in the three previous years:

	1872-73.	1871-72.	1870-71.	1869-70.
Wheat.....cwt.	29,662,118	26,506,029	20,415,127	27,467,842
Barley.....	10,628,172	8,383,361	8,038,032	8,117,509
Oats.....	6,173,102	5,825,453	4,821,020	6,080,549
Peas.....	855,304	576,807	473,273	815,383
Beans.....	1,660,383	2,260,863	1,153,688	1,297,498
Indian Corn.....	12,947,663	12,098,558	9,485,745	12,863,684
Flour.....	4,520,566	2,071,438	2,961,506	4,316,034
	IMPORTS.	EXPORTS.		
Wheat.....cwt.	166,397	2,042,641	2,406,971	138,56
Barley.....	10,873	14,151	70,691	15,91
Oats.....	10,767	86,446	1,180,359	75,53
Peas.....	5,633	7,150	44,70	10,39
Beans.....	1,159	4,891	15,983	1,22
Indian Corn.....	22,047	19,793	56,980	13,604
Flour.....	13,329	45,764	1,285,708	13,733

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph as shown in the following summary:

London Money and Stock Market.—American securities close quiet and steady at an advance in 65's and 67's.

The bullion in the Bank of England has decreased £55,000 during the past week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
do " account.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
U. S. 6s (5-20s), 1865, old.....	91 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
do " 1867.....	93 1/2	94 1/2	93 1/2	93 1/2	93 1/2	93 1/2
U. S. 10-40s.....	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
New 5s.....	89 1/2	90 1/2	89 1/2	90 1/2	90 1/2	89 1/2

The daily quotations for United States 6s (1862) at Frankfurt were:

Frankfort.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—This market closes quiet, at an advance of 2d in California wheat and a decline of 6d in corn.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western).....	27 6	27 6	27 6	27 6	27 6	27 6
Wheat (Red W'n. spr).....	11 0	11 0	11 0	11 0	11 0	11 0
Wheat (Red Winter).....	12 2	12 2	12 2	12 2	12 2	12 2
Wheat (Cal. White club).....	11 0	11 0	11 0	11 0	11 0	11 0
Corn (West. m'd).....	27 9	27 9	27 6	27 6	27 6	27 3
Barley (Canadian).....	3 6	3 6	3 6	3 6	3 6	3 6
Oats (Am. & Can.).....	3 2	3 2	3 2	3 2	3 2	3 2
Peas (Canadian).....	39 6	39 6	39 6	39 6	39 6	39 6

Liverpool Provisions Market.—These prices exhibit an advance in beef, pork and cheese, and a decline in lard.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (Pr. mess) new.....	87 0	87 0	87 0	87 0	87 0	87 6
Pork (Pr. mess) new.....	67 6	67 6	67 6	67 6	67 6	68 0
Bacon (Cum. cut) new.....	38 9	38 9	38 9	38 9	38 9	38 9
Lard (American).....	41 9	41 6	41 6	41 0	41 0	40 6
Cheese (Am'n fine).....	68 6	69 0	70 0	71 0	71 6	72 0

Liverpool Produce Market.—Spirits turpentine has advanced 1s since last Friday, and rosin has declined.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (com. N. C.).....	8 3	8 3	8 3	8 3	8 0	8 0
Petroleum (refined).....	1 3	1 3	1 3	1 3	1 3	1 3
" (spirits).....	11 11	11 11	11 11	11 11	11 11	11 11
Tallow (American).....	42 0	42 0	42 0	42 0	42 0	42 0
Cloveseed (Am. red).....	40 0	40 0	40 0	40 0	40 0	40 0
Spirits turpentine.....	40 0	40 0	40 0	40 0	41 0	41 0

London Produce and Oil Markets.—With the exception of a decline of 5s. in linseed oil, these prices close unchanged.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Lins'd oil (obl.).....	10 0	10 0	10 0	10 0	10 0	10 0
Linseed (Calcutta).....	64 0	64 0	64 0	64 0	64 0	64 0
Sugar (No. 12 D'ch sid).....	32 6	32 6	32 6	32 6	32 6	32 6
on spot, new.....	32 6	32 6	32 6	32 6	32 6	32 6
Sperm oil.....	94 0	94 0	94 0	94 0	94 0	94 0
Whale oil.....	39 0	39 0	39 0	39 0	39 0	39 0
Linseed oil.....	33 5	33 5	33 5	33 0	33 0	33 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and general merchandise. The total imports amount to \$10,340,763 this week, against \$12,346,614 last week, and \$6,271,355 the previous week. The exports are \$5,355,290 this week, against \$6,947,560 last week, and \$5,421,753 the previous week. The exports of cotton the past week were 19,632 bales, against 14,158 bales last week. The following are the imports at New York for week ending (for dry goods) April 24, and for the week ending (for general merchandise) April 25:

	1870.	1871.	1872.	1873.
Dry goods.....	\$1,692,265	\$3,615,118	\$2,433,735	\$2,088,748
General merchandise.....	5,746,255	6,766,908	7,140,221	8,252,015
Total for the week.....	\$7,438,520	\$10,382,026	\$9,573,956	\$10,340,763
Previously reported.....	94,223,425	118,846,520	143,623,671	145,813,489

Since Jan. 1..... \$101,662,487 \$129,228,546 \$153,197,627 \$156,154,252

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending April 29:

	1870.	1871.	1872.	1873.
For the week.....	\$3,439,671	\$3,910,936	\$4,790,723	\$5,355,290
Previously reported.....	54,323,425	78,327,908	68,045,690	81,767,856

Since Jan. 1..... \$7,763,096 \$82,388,844 \$72,836,423 \$87,123,146

The following will show the exports of specie from the port of New York for the week ending April 26, 1873, and since the beginning of the year, with a comparison for the corresponding date in previous years

	1870.	1871.	1872.	1873.
April 23—Str. Merrimack, St. Thomas—				
American gold coin.....	\$25,000			
April 23—Str. Köln, Bremen—				
Foreign silver coin.....	20,353			
April 23—Str. Java, Liverpool—				
Silver bars.....	363,731			
Foreign silver coin.....	43,000			
April 24—Str. Frisia, London—				
Silver bars.....	8,414			
Silver coin.....	55,000			
Silver bars.....	15,146			
For Paris.....				
Silver bars.....	26,800			
For Hamburg.....				
Total for the week.....				\$772,018
Previously reported.....				17,353,421

Total since Jan. 1, 1873..... \$18,126,439

	1872.	1873.
Same time in.....	\$9,235,290	\$20,390,047
1871.....	23,334,178	8,670,624
1870.....	8,097,852	5,888,966
1869.....	10,345,163	5,425,216

The imports of specie at this port during the past week have been as follows:

	1870.	1871.	1872.	1873.
April 21—Str. Henry Chauncey, Aspinwall—				
Gold.....	\$14,300			
April 22—Str. Santiago de Cuba, Matanzas—				
Silver.....	1,000			
Total, for the week.....				\$28,130

Previously reported..... 1,062,945

	1872.	1873.
Total since January 1, 1873.....	\$623,048	\$1,101,075
Same time in.....	2,971,893	2,642,433
1871.....	6,308,883	729,602
1870.....		

—Messrs. Fisk & Hatch, the financial agents of the Chesapeake & Ohio Railroad, have just issued a complete and handsome pamphlet showing the advantages of the Chesapeake & Ohio Road as a through freight and passenger route, and also containing information in regard to the agricultural and mineral resources along the line. All persons who now hold any of the Chesapeake & Ohio bonds, or who are interested in making inquiries as to the 1st mortgage gold sixes or the new gold sevens of this road, will find the pamphlet very interesting.

—The St. Louis & Southeastern Railroad (consolidated) earned in March \$114,420, or at an average of \$1,373,064 for the year, being nearly \$4,000 per mile operated. The interest on the present funded debt is less than \$400,000 per year. Messrs. Winslow & Wilson, Bankers, No. 70 William street, are offering the first mortgage 7 per cent gold bonds of this company at 90, and recommend them very strongly as a safe and profitable investment.

—The Portland & Ogdensburg Railroad bonds are reported by the agents, Messrs. Fairbanks & Co., to be selling well. Our readers will find a notice of this loan at some length in the CHRONICLE of April 26th, on page 546.

BANKING AND FINANCIAL.

BANKING HOUSE OF FISK & HATCH, 5 NASSAU STREET.

NEW YORK, May 2, 1873.

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and as the amounts now offering are comparatively small, it is reasonable to suppose the present difference of from TWENTY to THIRTY per cent cannot be obtained for any great length of time. Government Bonds are higher now than for several years past. A "Five-Twenty" Bond at 120, paying six per cent on the par value, yields but a small income on its market price, and if an entirely safe investment can be obtained with a difference of 200 to 300 dollars on each 1,000, it is largely to the interest of the holders to make the exchange.

We are recommending the following for such Exchanges or for new investments—all of them payable in gold, principal and interest:

THE CHESAPEAKE AND OHIO SIX PER CENTS at 88 and accrued interest, interest payable May and November; these bonds are issued in denominations of \$100, \$500 and \$1,000. The road, 420 miles in length, is now completed, and the business offering is very large, and increasing daily.

THE WESTERN PACIFIC SIX PER CENTS at the market price, which is to-day 95, flat. These bonds are of \$1,000 each; interest January and July. This road having been consolidated with the great CENTRAL PACIFIC, and payment of its bonds, principal and interest, assumed by them, we see no good reason why they should not soon approximate in price to Central Pacifics—now 103, and becoming very scarce in the market.

Also, the CHESAPEAKE AND OHIO SEVEN PER CENTS, interest payable January and July, secured by a First Mortgage on the Extension to deep water on the Chesapeake Bay, on the proposed Kanawha River Branch, and on the Great Bridge to be built over the Ohio River at Huntington, and a Second Mortgage on the Main Line, with all its equipments, depots, &c.

Only \$3,000,000 of these Bonds will be offered, for sale at present. Price 90 and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

The amount of money to be invested within the next few months will be very large; the Government disbursement alone for the next three months will reach \$100,000,000, and the May and July dividends of the banks, railroads and other corporations as much more.

We continue to deal in Government and Central Pacific Bonds, receive deposits on which we allow interest, make collections, execute orders at the Stock Exchange per cash, and conduct a general banking business.

FISK & HATCH.

RAILROAD BONDS.—Whether you wish to BUY or SELL, write to

HASSLER & CO.

No. 7 Wall street, New York.

BANKING HOUSE OF HENRY CLEWS & Co., 32 Wall street, N. Y.

Deposit accounts of Mercantile firms and Individuals received;
all facilities and accommodations granted usual with City Banks;
in addition thereto 4 per cent interest allowed on all daily balances.
Bills of Exchange drawn on England, Ireland Scotland and the
Continent; Travelers' and Mercantile Credit issued available
throughout the world.

INVESTMENT BONDS.

The **NORTHERN PACIFIC RAILROAD 7-30 FIRST MORTGAGE GOLD BONDS**, which we recommend as a profitable and well-secured investment, bear 7 3/10 per cent gold interest, and have the following elements of security, viz.:

1. They are the obligation of a strong corporation.
2. They are a First Mortgage on the Road, its Equipments, Rights and Franchises.
3. They are a first lien on its Net Earnings.
4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized \$5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1875 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

For sale by Banks and Bankers generally.

The Bankers' Gazette.

DIVIDENDS.

The following Dividends have been declared during the past week:

COMPANY.	PER CENT.	WHEN PAID.	BOOKS CLOSED.
Railroads.			
Boston & Albany.....	\$5	May 15	Apr. 28 to May 8.
Nashua & Lowell.....	5	May 1	.....
Boston & Providence.....	\$5	May 15	.....
Boston & Maine (both old and new stock).....	\$4	May 15	.....
Boston, Concord & Montreal, prof.....	3	May 5	.....
Cincinnati, Sandusky & Cleveland, pref.....	3	May 1	.....
Cedar Rapids & Missouri River.....	1 1/2	May 1	.....
Manchester & Lawrence.....	5	May 1	.....
Hanover (Pa.) Branch.....	5 free.	.....	.....
Dry Dock, East Broadway & Battery, quar.....	5	May 5	Apr. 28 to May 6.
Banks.			
Union National.....	6 free.	May 1	.....
National Bank of the State of New York.....	4 free.	May 8	May 1 to May 8.
Miscellaneous.			
Commercial Warehouse Co., quar.....	2 1/2	May 1	Apr. 30 to May 2.

FRIDAY EVENING, May 2, 1873.

The Money Market.—The week has been attended with some excitement, chiefly in consequence of the failure on Saturday last, April 26, of the Atlantic National Bank, and the subsequent rumors which have been put afloat in regard to the solvency of various other banks. As to the latter, however, their effect has been only temporary, as they arose from the excitement of the moment. The failure of the Atlantic Bank was a bad one, as it occurred through the defalcations of its cashier to the extent of over \$400,000, which he alleges that he has lost through stock speculations. The Clearing House Committee report substantially that the bank has available assets of \$550,000 to meet liabilities of \$615,000, and that there is also a liability of \$162,000 for securities belonging to country correspondents, which the cashier has appropriated, thus leaving a deficit of \$227,000. The stockholders are liable to assessments to the extent of their stock, being \$300,000, and these, if paid, will protect the depositors and other creditors.

Three important subjects, although not new, are prominently brought before the public by this failure. First, as to the responsibility for certified checks deposited before the failure of the bank making the certification; secondly, as to the extent to which the President and Directors of such a bank are morally responsible for the defalcation; and, thirdly, the risk attached to the holding of stock in a national bank.

During the early days of the week the money market continued to show a gradual relaxation, with loans made from 7 per cent currency up to 1 1/2 and interest, the highest rates being generally made in the afternoon, when those parties who had not taken the precaution to make up their accounts were obliged to bid up the market. On Thursday there was quite a sharp pressure on the market, with an advance to 1 per cent, which was the result of calling in loans to pay May interest by various corporations, assisted perhaps by some speculative manipulation. To-day the market continued very stringent in the morning, but was easier in the afternoon, when rates declined before three o'clock to 7 per cent per annum. The express companies continue to report free receipts of currency this week, and without artificial maneuvering to keep money up, there is every prospect of a better market soon. Business in commercial paper has been considerable on a basis of 9@12 per cent for prime names.

Cable dispatches from London yesterday reported a decrease of £55,000 in the Bank of England bullion this week, the discount rate remaining unchanged at 4 per cent. The Bank of France gains 3,000,000 francs in specie.

The last statement of our city banks (April 26) showed a decrease in the deficiency of reserves of \$674,675, so as to leave a total deficiency of only \$309,275 below the 25 per cent required by law. The total liabilities were \$215,958,300, and the reserves \$53,630,300. In the national banks there was an excess of \$319,400.

The following statement shows the changes from previous week and a comparison with 1872 and 1871:

	April 19.	April 26.	Differences.	1872.	1871.
Loans and dis	\$270,190,600	\$269,301,900	Dec. \$88,700	\$274,926,500	\$287,554,533
Specie	16,115,400	15,989,700	Dec. 126,700	18,112,500	15,597,189
Circulation	27,713,300	27,737,700	Inc. 24,400	27,840,000	31,461,929
Net deposits	187,167,300	188,220,600	Inc. 1,053,300	203,139,100	222,349,225
Legal tenders	36,619,800	31,630,600	Inc. 1,070,800	45,327,400	60,426,291

For the purpose of showing the condition of each bank, and the aggregate of the National banks and State banks separately, we give the following table, obtained from the Comptroller of the Currency:

Statement of the average percentage of reserve to liabilities of the Banks in New York City during the week ending April 26, 1873, as reported to the Clearing House.

NATIONAL BANKS.			
Bk. of N.Y. Nat. Bg.	25.33	N.Bk. State of N.Y.	29.01
Ass'n.....	25.33	American Exchange	26.17
Mechanics'.....	24.27	N. B. Commerce	25.02
Mechanics'.....	24.55	Broadway.....	26.09
Union.....	28.37	Mercantile.....	24.17
Phenix.....	29.32	Republic.....	31.09
National City.....	25.95	Chatham.....	24.97
Tradesmen's.....	26.97	Hanover.....	23.01
Fulton.....	29.79	Irving.....	29.80
Chemical.....	29.07	Metropolitan.....	26.05
Merchants' Exc.....	29.82	Citizens'.....	25.07
Gallatin.....	26.58	Market.....	26.51
Butchers & Drov'rs.....	25.33	Saint Nicholas.....	26.08
Mechanics & Traders.....	25.94	Shoe & Leather.....	22.97
Leather Manufac'.....	26.43	Continental.....	32.73
Seventh Ward.....	26.02	Commonwealth.....	23.87
Total.....			25.17

STATE BANKS.			
Manhattan Comp'y.....	27.21	Bank of N. America.....	16.02
Bank of America.....	32.35	Nassau Bank.....	14.53
Greenwich Bank.....	16.01	Corn Exchange.....	19.64
Pacific Bank.....	24.19	Oriental.....	20.77
Peoples' Bank.....	17.91	Grocers'.....	17.52
Total.....			22.62

Grand total..... 24.86

United States Bonds.—There has been some movement of Government bonds from the country to this market, attracted by the recent advance in prices, precisely such as we suggested in our report of last week, would probably take place; and this, with the lower range of gold has had a tendency to depress prices. The inherent strength of the market is well shown, however, in the fact that the decline has been slight, and the closing prices of to-day are generally but a small fraction lower than those of last week. The demand from foreign buyers is still active, and there is also more inquiry from domestic purchasers in this vicinity.

Closing prices daily have been as follows:

	April 26.	April 28.	April 29.	April 30.	May 1.	May 2.
5s, fund., 1881, coup. Quar., Feb., &c.	116 1/2	116 1/2	116 1/2	116 1/2	114 1/2	114 1/2
6s, 1881..... reg. Jan. & July.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
6s, 1881..... coup. Jan. & July.	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
6s, 5-20's, 1865..... coup. May & Nov.	118 1/2	118 1/2	118 1/2	118 1/2	114 1/2	114 1/2
6s, 5-20's, 1864..... coup. May & Nov.	118 1/2	118 1/2	118 1/2	118 1/2	114 1/2	114 1/2
6s, 5-20's, 1865..... coup. May & Nov.	118 1/2	118 1/2	118 1/2	118 1/2	114 1/2	114 1/2
6s, 5-20's, 1865, new coup. Jan. & July.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
6s, 5-20's, 1867..... coup. Jan. & July.	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
6s, 5-20's, 1868..... coup. Jan. & July.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
5s, 10-40's..... reg. Mar. & Sept.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
5s, 10-40's..... coup. Mar. & Sept.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
6s, Currency..... reg. Jan. & July.	114 1/2	115	115	114 1/2	115	114 1/2

* This is the price bid, no sale was made at the Board.

The range since Jan. 1, and amounts of each class of bonds outstanding May 1, were as follows:

	Range since Jan. 1.	Amount May 1.
	Lowest.	Highest.
5s, fund., 1881..... coup.	113 1/2 Jan. 1	114 1/2 Apr. 25
6s, 1881..... reg.	114 1/2 Jan. 1	117 1/2 Apr. 25
6s, 1881..... coup.	114 1/2 Jan. 1	118 1/2 Apr. 25
6s, 5-20's, 1865..... coup.	112 1/2 Jan. 1	118 1/2 Apr. 25
6s, 5-20's, 1864..... coup.	113 1/2 Jan. 1	118 1/2 Apr. 25
6s, 5-20's, 1865..... coup.	113 1/2 Jan. 1	118 1/2 Apr. 25
6s, 5-20's, 1865, new coup.	112 1/2 Jan. 1	118 1/2 Apr. 25
6s, 5-20's, 1867..... coup.	113 1/2 Jan. 1	119 1/2 Apr. 25
6s, 5-20's, 1868..... coup.	113 1/2 Jan. 1	117 1/2 Apr. 25
5s, 10-40's..... reg.	109 1/2 Jan. 1	111 1/2 Apr. 25
5s, 10-40's..... coup.	109 1/2 Jan. 1	111 1/2 Apr. 25
6s, Currency..... reg.	112 1/2 Apr. 1	115 1/2 Apr. 27

Closing prices of securities in London have been as follows:

	April 18.	April 25.	May 2.	Since Jan. 1.
				Lowest.
U. S. 6s, 5-20's, 1865.....	91 1/2	91 1/2	92	91 1/2 Apr. 15
U. S. 6s, 5-20's, 1867.....	93 1/2	93 1/2	93 1/2	92 1/2 Jan. 2
U. S. 5s, 10-40's.....	89 1/2	89 1/2	89 1/2	89 Jan. 2
New 5s.....	90	89 1/2	89 1/2	89 1/2 Jan. 16

State and Railroad Bonds.—Transactions in State bonds have been quite limited, and the total sales recorded on the Stock Exchange lists present but an insignificant amount. There is no definite intelligence of importance from any of the Southern States affecting the value of their securities. Railroad bonds have continued to show a little more activity, and if the money market becomes reasonably easy and the high prices of Government bonds are maintained, there is hardly a doubt but that the demand for first-class railroad bonds will largely increase. A default has occurred in the May interest of the Mobile and Montgomery Rail-

road 8 per cent. bonds, but it is hoped that it will not be of long duration.

Closing prices daily, and the range since Jan. 1, have been:

	April	April	April	April	May	May	Since Jan. 1.	Lowest.	Highest.
6s Tenn., old.....	70	70 1/2	70 3/4	70 3/4	70 3/4	70 3/4	70 3/4	70 3/4	70 3/4
6s Tenn., new.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
6s N. Car., old.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
6s N. Car., new.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
6s Virg., old.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
do do do.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
do do do.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
6s S. C. & J. & J.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
6s Missouri.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Cent. Pac., gold.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Un. Pac., 1st.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
do do do.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
do do do.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Erie 1st M. & N.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
N. J. Cen. 1st M.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
N. Wayne 1st M.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Rock Island 1st M.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2

* This is the price bid, no sale was made at the Board.

Railroad and Miscellaneous Stocks.—The stock market showed a weak tone in the first part of this week under the depression which came from the failure of the Atlantic Bank and consequent rumors put afloat in regard to other banks. There was afterwards a rather firmer feeling which was again lost on Thursday when the rates for money advanced to 1/2 per cent. a day, and the failure was also announced of a Wall street house of respectable standing though not heavily interested in stocks. The quick reaction which has followed each turn towards firmer prices seems to indicate that the market at present is lacking in any strong and hearty support from the bull party. If the money market settles down to a condition which seems to encourage the idea of a continuance of fairly easy rates, it is possible that more activity and higher prices will be seen.

To day there was no special feature, and the general market was dull, with a tendency to weakness.

Railroad earnings have been as follows:

	1878.	1877.	Jan. 1 to last date.	1878.
Atlantic & West. 3d week of April.	\$129,587	\$105,589	\$1,488,953	\$1,382,953
Atlantic & Pacific. 3d week of April.	25,774	18,815	370,774	309,734
Bur. C. Rap. & Minn. Month of March.	85,561	69,346	225,370	199,141
Central Pacific. Month of March.	974,460	875,763	2,521,335	2,039,822
Chicago & Alton. 3d week of April.	105,719	98,369	1,488,365	1,361,470
Chicago, Danv. & V. Month of March.	49,773	46,997	146,995	132,507
Chicago & Northw. Month of March.	967,258	846,393	2,484,974	2,336,070
Clev., Col. & I. Month of March.	465,817	372,974	1,232,979	1,033,778
Erie. 3d week of April.	436,247	434,173	5,319,364	5,134,173
Illinois Central. Month of March.	651,932	575,393	1,735,400	1,744,449
Indianap., B. & W. Month of March.	112,569	109,830	82,397	831,040
Kansas Pacific. 2d week of April.	82,388	73,397	831,040	820,437
Lake Sh. & Mich. S. 3d week of April.	378,296	336,335	5,961,733	5,149,103
Marquette & Cinn. Month of March.	180,467	150,784	513,073	445,769
Michigan Central. 3d week of April.	141,771	139,119	2,115,231	1,928,149
Milwaukee & St. P. Month of March.	436,000	426,293	1,313,438	1,274,774
Mo., Kans. & Texas. 3d week of April.	56,553	52,414	842,964	846,584
Ohio & Mississippi. Month of March.	332,849	283,552	897,429	797,856
Pacific of Missouri. 3d week of April.	77,103	68,792	1,054,667	1,017,271
St. L., Kans. C. & N. Month of March.	229,924	260,194	640,092	700,081
St. L. & Southeast. Month of March.	114,122	98,720	1,537,454	1,639,511
Tol., Wab. & West. 3d week of April.	109,134	98,720	1,537,454	1,639,511
Union Pacific. Month of Febr'y.	491,783	534,115	1,015,738	808,051

The daily highest and lowest prices have been as follows:

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
N. Y. Cen. & H. R.	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Harlem.....	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Erie.....	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
Lake Shore.....	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Wabash.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Northwest.....	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
Rock Island.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
St. Paul.....	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2
At. & Miss. 1st.....	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
Ohio & Miss. 1st.....	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
Central of N. J. 1st.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Boston, H. & E. 3d.....	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
Del., L. & W. 3d.....	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Hann. & St. Jo. 3d.....	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Union Pacific.....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
Col. Chic. & I. C. 3d.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Pennsylv. 3d.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
West. Un. Tel. 3d.....	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
Quicksilver.....	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2
Pacific Mail.....	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
Adams Exp. 3d.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
American Ex. 3d.....	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
United States.....	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
Wells, Fargo.....	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
Canton.....	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
Cons. Coal.....	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
New Cen. Coal.....	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Maryland Coal.....	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2

* This is the price bid and asked; no sale was made at the Board.

The range in these stocks since Jan. 1 has been as follows:

	Lowest.	Highest.	Lowest.	Highest.
N. Y. Cen. & H. R.	114 1/2	124 1/2	114 1/2	124 1/2
Harlem.....	114 1/2	124 1/2	114 1/2	124 1/2
Erie.....	63 1/2	65 1/2	63 1/2	65 1/2
Lake Shore.....	90 1/2	92 1/2	90 1/2	92 1/2
Wabash.....	68 1/2	70 1/2	68 1/2	70 1/2
Northwest.....	79 1/2	81 1/2	79 1/2	81 1/2
Rock Island.....	106 1/2	108 1/2	106 1/2	108 1/2
St. Paul.....	57 1/2	59 1/2	57 1/2	59 1/2
At. & Miss. 1st.....	71 1/2	73 1/2	71 1/2	73 1/2
Ohio & Miss. 1st.....	42 1/2	44 1/2	42 1/2	44 1/2
Central of N. J. 1st.....	98 1/2	100 1/2	98 1/2	100 1/2
Boston, H. & E. 3d.....	32 1/2	34 1/2	32 1/2	34 1/2
Del., L. & W. 3d.....	94 1/2	96 1/2	94 1/2	96 1/2
Hann. & St. Jo. 3d.....	40 1/2	42 1/2	40 1/2	42 1/2
Union Pacific.....	30 1/2	32 1/2	30 1/2	32 1/2
Col. Chic. & I. C. 3d.....	105 1/2	107 1/2	105 1/2	107 1/2
Pennsylv. 3d.....	105 1/2	107 1/2	105 1/2	107 1/2
West. Un. Tel. 3d.....	82 1/2	84 1/2	82 1/2	84 1/2
Quicksilver.....	37 1/2	39 1/2	37 1/2	39 1/2
Pacific Mail.....	48 1/2	50 1/2	48 1/2	50 1/2
Adams Exp. 3d.....	93 1/2	95 1/2	93 1/2	95 1/2
American Ex. 3d.....	66 1/2	68 1/2	66 1/2	68 1/2
United States.....	71 1/2	73 1/2	71 1/2	73 1/2
Wells, Fargo.....	71 1/2	73 1/2	71 1/2	73 1/2
Canton.....	89 1/2	91 1/2	89 1/2	91 1/2
Cons. Coal.....	55 1/2	57 1/2	55 1/2	57 1/2
New Cen. Coal.....	55 1/2	57 1/2	55 1/2	57 1/2
Maryland Coal.....	22 1/2	24 1/2	22 1/2	24 1/2

Lapsley & Baxley, 74 Broadway and 9 New street, quote stock

	Lowest.	Highest.	Lowest.	Highest.
Central & Hudson.....	10 1/2	11 1/2	10 1/2	11 1/2
Lake Shore.....	10 1/2	11 1/2	10 1/2	11 1/2
Rock Island.....	10 1/2	11 1/2	10 1/2	11 1/2
Erie.....	10 1/2	11 1/2	10 1/2	11 1/2
Pacific Mail.....	10 1/2	11 1/2	10 1/2	11 1/2
Northwestern.....	10 1/2	11 1/2	10 1/2	11 1/2
West. Un. Tel. 3d.....	10 1/2	11 1/2	10 1/2	11 1/2
Ohio & Mississippi.....	10 1/2	11 1/2	10 1/2	11 1/2

The Gold Market.—Gold has been without any movement of much interest, and the tendency has been towards a lower price, although the actual decline has not been large. The payment of Government May interest began on Monday; the total amount is \$17,174,882, of which \$1,500,000 had been rebated. The steamer Scotia brought in \$500,000 in English coin this week.

The gold speculation is held in check for the time being by the considerable disbursements coming on the market, and whether another advance will be tried after the first of May is well past, remains yet to be seen. At the first Treasury sale this month of \$1,500,000 on Thursday the total bids amounted to \$3,915,000. On the first of June commences the redemption of \$50,000,000, called five-twenties. On gold loans the rates paid for carrying to-day were 7, 1-32 gold, and 7 per cent and flat for borrowing. Customs receipts of the week have been \$2,081,000.

The following table will show the course of the gold premium each day of the past week:

	Open.	Low.	High.	Clos.	Total.	Gold.	Currency.
Saturday, April 26.....	117 1/2	117 1/2	117 1/2	117 1/2	\$39,394,000	\$1,940,933	\$2,727,211
Monday, " 28.....	117 1/2	117 1/2	117 1/2	117 1/2	36,396,000	1,475,530	1,891,668
Tuesday, " 29.....	117 1/2	117 1/2	117 1/2	117 1/2	55,512,000	2,272,328	2,675,414
Wednesday, " 30.....	116 1/2	116 1/2	117 1/2	117 1/2	49,200,000	1,576,138	2,173,296
Thursday, May 1.....	117 1/2	116 1/2	117 1/2	116 1/2	54,896,000	1,124,142	1,418,596
Friday, " 2.....	116 1/2	116 1/2	116 1/2	116 1/2	73,128,000	2,056,659	2,532,806
Current week.....	117 1/2	116 1/2	117 1/2	116 1/2	\$329,126,000	\$2,056,659	\$2,532,806
Previous week.....	117 1/2	117 1/2	117 1/2	117 1/2	435,376,000	1,068,011	1,414,000
Jan. 1, 1878, to date.....	117 1/2	111 1/2	119 1/2	116 1/2			

Foreign Exchange.—Previous to Wednesday the rates for foreign exchange were tolerably firm at 108 1/2 @ 108 3/4 for 60 days' sterling, and 109 1/2 @ 109 3/4 for short sight. On Thursday prices were unnaturally depressed by the sharp turn in money and continued so this morning, actual transactions being done as low as 108 1/2 and 109 respectively. In the afternoon there was decidedly more firmness, and rates were 1/2 per cent higher. We quote nominally as follows:

	60 days.	3 days.
London prime bankers.....	108 1/2 @ 108 3/4	109 1/2 @ 109 3/4
Gold bankers' do.....	108 1/2 @ 108 3/4	109 1/2 @ 109 3/4
Paris (bankers).....	5 3/4 @ 5 7/8	5 3/4 @ 5 7/8
Antwerp.....	5 25 @ 5 25 1/2	5 25 @ 5 25 1/2
Swiss.....	5 25 @ 5 25 1/2	5 25 @ 5 25 1/2
Amsterdam.....	40 1/2 @ 40 1/2	40 1/2 @ 40 1/2
Hamburg.....	95 1/2 @ 95 1/2	95 1/2 @ 95 1/2
Frankfurt.....	40 1/2 @ 40 1/2	40 1/2 @ 40 1/2
Bremen.....	95 1/2 @ 95 1/2	95 1/2 @ 95 1/2
Prussian thalers.....	71 1/2 @ 71 1/2	72 1/2 @ 72 1/2

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

	Custom House.	Sub-Treasury.
Gold.	Receipts.	Payments.
April 26.....	\$248,000	\$248,000
" 28.....	304,000	304,000
" 29.....	466,000	466,000
" 30.....	349,000	349,000
May 1.....	430,000	430,000
" 2.....	394,000	394,000
Total.....	\$2,081,000	\$2,081,000
Balance, April 25.....	\$44,481,326 03	\$18,977,824 98
Balance, May 2.....	\$42,975,581 94	\$20,513,218 53

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on April 26, 1878:

	Capital.	Loans and Discounts.	Legal.	Net.	Circul.
NEW YORK.	\$1,000,000	\$1,715,200	\$762,000	\$2,922,000	\$8

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

Government Bonds and active Railroad Stocks are quoted on a previous page and not repeated here. Prices represent the per cent value, whatever the par may be. "N. Y. Local Securities" are quoted in a separate list.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
U. S. Bonds. (Quoted previously.)															
State Bonds.															
Tennessee 6s, old		75 1/2	79 1/2	Erie 7s, 5th mortgage 1885				Bur. & Mo. River 4th 8s, do		108	108	L. Ont. Shore RR. 1st m. gld		92 1/2	92 1/2
do do new		43	49	do 7s, cons. mort. gold bds.				do do 5th 8s, do		109	109	Lake Shore & M. S. income 7s		91 1/2	91 1/2
Virginia 6s, old		43	49	Long Dock Bonds		95 1/2	98	do do 6th 8s, do		108	108	Craws & S. W. RR. m. g.		91 1/2	91 1/2
do do new		43	49	Harris & S. W. 6s, 1885		94	96	do do Creston branch		106	106	Milwaukee & W. RR. 1st m. g.		91 1/2	91 1/2
do do consol. bonds		53	53 1/2	Had. R. 3s, 2d M. S. 1885				California Pac. RR. 7s, gld.		90	93 1/2	N. Y. & Oswego Mid. 1st m. g.		100	100
do do deferred		72	80	do 7s, 3d Mort. 1875				do do 6s, 2d M. S.		89	89	do do 2d conv.		92	92
Georgia 6s, old		72	80	Michigan, Con. M. & S. 6s, 1885		95 1/2	98	Canada Southern 1st 7s, gld.		92 1/2	92 1/2	R. Chumond Air 7s, 3-10s		92	92
do do new		72	80	Cleve. & S. W. 6s, 1885		95 1/2	98	Central of Iowa, 7s, gld.		92 1/2	92 1/2	Spring & Ill. S. E. RR. 1st m. g.		92	92
do do 7s, endorsed		72	80	Mich. Cent. 1st M. S. 1885		112	112	do do 7s, 7d, gld.		97 1/2	97 1/2	South Carolina RR. 2d m.		75	75
North Carolina 6s, old		72	80	Chic. Bur. & Q. S. p. c. 1st M.		111	111	do do 2d M. 7s, gld.		55	55	Pough & East RR. con. m.		90	90
do do new		72	80	Mich. 50 7 per cent. 3d Mort.		109 1/2	109 1/2	Keokuk & St. Paul, 8s		96	97	South Side of L. I. 1st m. ex.		85	85
do do do ex coupon		72	80	Mich. S. & N. 1st S. 7 p. c.		102	102 1/2	Cardinal & St. Louis, 8s		96	96				
do do do Funding Act, 1866		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	DIXON, Peoria & Han. 8s		96	96				
do do do new bonds		17 1/2	17 1/2	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	O. & O. Fox & Valley 8s		96	96				
do do do Special Tax		17 1/2	17 1/2	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Quincy & Warsaw, 8s		100	100				
South Carolina 6s, old		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Chic. Dub. & Minn. 8s		100	100				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Peoria & Hannibal R. S. 8s		95	95				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Chicago & Iowa R. S. 8s		100	100				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Chl. & Southwestern RR. 7s		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Chl. & Hook. V. 1st 7s, 30 yrs		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 1st 7s, 30 yrs		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Chic. Danv. & Vincen 8s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Cleve. Mt. V. & Del. 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Connecticut Valley 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Chesapeake & Ohio 1st 6s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Chic. & Mich. Lake Shore 8s		74 1/2	74 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Des Moines Valley 1st 8s		45	45				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Dan. Urb. Bl. & P. 1st m. 7d		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Detroit, Hillsdale & In. RR. 8s		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Dutchess & Columbia 8s		75	75				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Denver & Colo. R. 8s		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Denver & Rio Grande 7s, gld		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Detroit, Lansing & Lake M. S.		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Evanville & Crawford 7s		83	83				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Erie & Pittsburgh 7s, gld		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 2d 7s		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Evanville, Hen. & V. 8s, equip.		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Elizabethtown & Padu. 8s		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Evanville, T. H. & Chic 7s		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Eur. pan. & North Am. 6s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Fort W. Jackson, 8s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Grand R. & Ind. 7s, gld		102 1/2	102 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 2d 8s		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Indianap. Bl. & W. 1st 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 2d 8s		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Indianap. & Vincen. 1st 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Iowa Falls & S. W. 8s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Indianapolis & St. Louis 7s		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Jackson, Lamsin & Sag. 8s		101 1/2	101 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Kansas Pac. 7s, Extension, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 7s, new gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 6s, g, Feb & Aug		82 1/2	82 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 6s, Feb & Aug		82 1/2	82 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 7s, Leaven. Brch.		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do Incomes, No. 11		32	36				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do do No. 16		10 1/2	10 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Kalamazoo & South H. 8s, guar		90 1/2	90 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Kal. Allegan. & G. R. 8s, guar		90 1/2	90 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Kal. & White Pigeon 7s		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Kansas City & Kans. City 8s		105	105				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Kan. C. St. Jo. & C. B. S. p. c.		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Lake Sup. & Miss. 1st 7s, gld		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Louisana & Mo. R. 1st 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Logans, Craw. & S. W. 8s, gld		97 1/2	97 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Michigan Air Line, 8s		107	107				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Mo. & St. L. 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Mo. & Kan. & Texas 7s, gld		57	57				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Mo. R. Ft. S. & Gulf, stock		10 1/2	10 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 2d 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	N. J. Midland 1st 7s, gld, guar		95 1/2	95 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 2d 7s, guar		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	N. Y. & Osw. Mid. 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	do do 2d 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	N. York & Boston 7s, conv.		75	75				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	N. Haven, Middlet. & W. 7s		70	70				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Omaha & Southwestern RR. 8s		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Oregon & California 7s, gld		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Oswego & Rome 7s, guar		91	91				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Peoria & Hannibal R. S. 8s		75 1/2	75 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Pitts. Cin. & St. L. 1st 7s		75 1/2	75 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Port Huron & L. M. S. gld, end		87 1/2	87 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Peoria & Rock 7s, gld		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Rockford & E. 1st 7s, gld		35	35				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Rome & Watertown 8s		98	98				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Rome, O. & Ogdenburg 7s		90	90				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Rome & Watertown 8s		90	90				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	St. Louis, Vandalla & T. H. 1st		96	96				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	St. L. & So. East 1st 7s, gld		80	80				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	St. L. & St. Joseph, 1st 6s, gld		60	60				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Southern Central of N. Y. 8s		85	85				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Teha & Neosho 7s, gld		88 1/2	88 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Union Pac. 7s, branch, 6s, gld		88	88				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	Walkill Valley 1st 7s, gld		92 1/2	92 1/2				
do do do		72	80	Cleve. & To. 1st S. 7 p. c.		102	102 1/2	West Wisconsin 7s, gld		90	90				
do do do		72													

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.		CAPITAL.		DIVIDENDS.				PRICE.	
Marked thus (*) are not National.	Par	Amount.	Periods.	1871	1872	Last Paid.	Bid.	Askd	
America*	100	3,000,000	J. & J.	10	10	Jan., '73, .5	150		
American	100	500,000	J. & J.	8	8	Jan., '73, .5	107 1/2	108	
American Exchange	100	5,000,000	M. & N.	8	8	Jan., '73, .4			
Atlantic	75	300,000	J. & J.	10	10	July, '68, .5	2.5		
Bowery	100	250,000	J. & J.	21	21	Jan., '73, .12			
Broadway	25	1,000,000	J. & J.	24	20	Jan., '73, .5		145	
Bull's Head	25	200,000	Q—J	30	20	Jan., '73, .5		96	
Butcher & Drovers	100	800,000	J. & J.	8	8	Jan., '73, .4		153	
Central	100	3,000,000	J. & J.	12	12	Jan., '73, .6			
Chatham	100	450,000	J. & J.	10	10	Jan., '73, .10			
Chemical	25	400,000	ev. 2 mos	36	36	Jan., '73, .10			
Citizens	100	300,000	J. & J.	10	20	Jan., '73, .10			
City	100	1,000,000	M. & N.	9	8	Jan., '73, .4	113 1/2	115	
Commerce	100	750,000	J. & J.	6	9	Jan., '71, .8	13	100	
Commonwealth	100	2,000,000	J. & J.	10	10	Feb., '73, .5		123	
Continental	100	1,000,000	J. & A.	10	10	Jan., '73, .4			
Corn Exchange	100	1,000,000	Q—J	16	16	Jan., '73, .4			
Currency	100	1,000,000	J. & J.	6 1/2	6 1/2	Jan., '73, .8			
Dry Goods*	25	350,000	J. & J.	8	8	Jan., '73, .4			
East River	25	300,000	J. & J.	8	8	Jan., '73, .4			
Eleventh Ward*	25	30,000	J. & J.	10	11	Jan., '73, .3	215		
Fifth	100	100,000	Q—J	20	20	Jan., '73, .5		111	
First	100	5,000,000	M. & N.	8	8	Jan., '73, .4			
Fourth	30	600,000	J. & J.	10	Nov.	Jan., '73, .4			
Fulton	100	2,000,000	M. & N.	4	8	Feb., '73, .4			
German American*	100	2,000,000	M. & N.	7	7	May 1, '73, 10			
Germania*	25	200,000	M. & N.	30	10	Nov., '72, 11			
Greewich	40	300,000	J. & J.	10	10	Jan., '73, .4	105	110	
Grocers	100	1,000,000	J. & J.	8	8	Jan., '73, .4			
Hanover	100	1,000,000	J. & J.	8	4	Mech., '73, .4			
Harlem*	100	1,500,000	J. & J.	6	12	Jan., '73, .6			
Importers & Traders	50	500,000	J. & J.	8	8	Jan., '73, .4			
Irving	100	1,000,000	J. & J.	12	12	Jan., '73, .6	151	157	
Manufacturers & Build.	100	100,000	F. & A.	10	10	Jan., '73, .4	100	105	
Leather Manufacturers	100	2,000,000	J. & J.	10	10	Jan., '73, .5	123		
Manhattan	100	500,000	J. & J.	8	8	Jan., '73, .5	138	140	
Mechanics & Merchants	100	400,000	J. & J.	10	10	Jan., '73, .5			
Marine	100	1,000,000	J. & J.	10	10	Jan., '73, .5			
Market	25	1,000,000	J. & J.	10	10	Jan., '73, .5			
Mechanics	50	200,000	M. & N.	9	8	M y 1, '73, .4			
Mech. Bkg Ass'n	25	600,000	M. & N.	10	10	May 1, '73, .5			
Mechanics & Traders	100	1,000,000	M. & N.	10	10	Jan., '73, .5	115	116 1/2	
Mercantile	50	300,000	J. & J.	8	8	Jan., '73, .3			
Merchants	50	225,000	J. & J.	8	6	Jan., '73, .3			
Merchants' Ex.	100	500,000	J. & J.	10	10	Jan., '73, .5	133 1/2	138 1/2	
Metropolitan	100	4,000,000	J. & J.	10	10	Jan., '72, .4			
Metropol'n	100	250,000	J. & J.	7	6	Nov., '72, .3			
Murray Hill	100	1,000,000	A. & O.	10	10	Jan., '73, .5	135	137	
Mutual	50	1,500,000	A. & O.	10	10	Jan., '72, .7			
Nassau	100	3,000,000	J. & J.	16	15	Jan., '73, .5	112	97	
National	100	500,000	J. & J.	7	7	Jan., '73, .3	106		
New York	100	1,500,000	J. & J.	9	9	Jan., '73, .3	102	105 1/2	
New York County	20	400,000	J. & J.	7	7	Jan., '73, .3	98		
N. Y. Nat. Exchange	100	1,000,000	J. & J.	12	12	Jan., '73, .3			
N. Y. Gold Exchange*	100	500,000	J. & J.	10	10	May 1, '73, .3			
Ninth	25	300,000	Q—F	16	16	Jan., '73, .6			
Ninth Ward	25	1,800,000	J. & J.	10	10	Jan., '73, .5			
North America	100	2,000,000	J. & J.	12	12	Jan., '73, .3	105		
North River	25	412,500	J. & J.	10	10	Jan., '73, .3	101		
Oriental*	50	1,800,000	J. & J.	8	8	Feb., '73, .3			
Pacific	100	500,000	F. & A.	10	9	Feb., '73, .4	109		
Peoples	25	1,000,000	J. & J.	7	6 1/2	Jan., '73, .5			
Phet	100	500,000	J. & J.	12	12	Jan., '73, .6			
Republic	100	500,000	J. & J.	10	10	Jan., '73, .5			
Security	100	500,000	J. & J.	10	10	Jan., '73, .5			
St. Nicholas	100	1,000,000	F. & A.	10	9	Feb., '73, .4	105		
Seventh Ward	100	500,000	J. & J.	7	6 1/2	Jan., '73, .5			
Second	100	300,000	J. & J.	12	12	Jan., '73, .6			
Shoe and Leather	100	200,000	J. & J.	12	12	Jan., '73, .5			
Sixth	100	2,000,000	M. & N.	8	8	Nov., '72, .4	111	113	
State of New York	100	1,000,000	J. & J.	8	8	Jan., '73, .4			
Tenth	100	1,000,000	J. & J.	8	8	Jan., '73, .4			
Third	100	1,000,000	J. & J.	12	12	Jan., '73, .6	153		
Traders	100	1,000,000	M. & N.	10	10	Nov., '72, .5		135	
Union	50	1,500,000	M. & N.	10	10	Jan., '73, .4			
West Side*	100	200,000	J. & J.	4	4	Jan., '73, .4			

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, 47 Exchange Place.]

Brooklyn Gas Light Co.	25 2,000,000	Q. & F.	20	Apr., '73, .5	240
Citizens Gas Co. (Bklyn.)	20 1,200,000	J. & J.	10	Apr., '73, .5	210
do certificates	20 1,200,000	J. & J.	10	Apr., '73, .5	100
Harlem	50 1,000,000	F. & A.	10	Apr., '73, .5	150
Jersey City & Hoboken	20 380,000	J. & J.	15	Jan., '73, .5	217
Manhattan	50 4,000,000	J. & J.	10	Jan., '73, .5	92 99
do bonds	50 4,000,000	J. & J.	10	Jan., '73, .5	126
Metropolitan	100 2,800,000	J. & J.	10	Jan., '73, .5	85
do certificates	100 2,800,000	J. & J.	10	Jan., '73, .5	133
Mutual, N. Y.	100 5,000,000	J. & J.	10	Jan., '73, .5	133
Nassau, Brooklyn	25 1,000,000	M. & N.	7	Various	100
New York	50 4,000,000	M. & N.	7	Various	100
People's (Brooklyn)	10 1,000,000	M. & S.	7	Various	100
do do	10 1,000,000	M. & S.	7	Various	100
Westchester County	50 400,000	J. & J.	10	Jan., '73, .5	155
Williamsburg	50 1,000,000	J. & J.	10	Jan., '73, .5	155
do do	1,000,000	J. & J.	10	Jan., '73, .5	155
Brooklyn & Fulton Ferry—stock	100 900,000	J. & J.	7	Jan., '73, .5	20
do do	100 900,000	J. & J.	7	Jan., '73, .5	20
Brooklyn & Seventh Ave—stock	100 1,000,000	J. & J.	7	Jan., '73, .5	67
do do	100 1,000,000	J. & J.	7	Jan., '73, .5	190
Brooklyn City—stock	100 2,000,000	J. & J.	7	Jan., '73, .5	97
do do	100 2,000,000	J. & J.	7	Jan., '73, .5	120
Brooklyn & Hunter's Pt—stock	100 800,000	J. & J.	7	Jan., '73, .5	73
do do	100 800,000	J. & J.	7	Jan., '73, .5	73
Atlantic Avenue, Brooklyn—stock	100 1,000,000	J. & J.	7	Jan., '73, .5	73
do do	100 1,000,000	J. & J.	7	Jan., '73, .5	73
do do	100 1,000,000	J. & J.	7	Jan., '73, .5	73
Central Pk. N. & E. River—stock	100 1,000,000	J. & J.	7	Jan., '73, .5	73
do do	100 1,000,000	J. & J.	7	Jan., '73, .5	73
Coney Island & Brooklyn—stock	100 500,000	J. & J.	7	Jan., '73, .5	73
do do	100 500,000	J. & J.	7	Jan., '73, .5	73
Dry Dock, E. R. & Battery—stock	100 1,000,000	J. & J.	7	Jan., '73, .5	73
do do	100 1,000,000	J. & J.	7	Jan., '73, .5	73
Eliza Avenue—stock	100 200,000	J. & J.	7	Jan., '73, .5	73
do do	100 200,000	J. & J.	7	Jan., '73, .5	73
Grand St. & Grand St Ferry—stock	100 200,000	J. & J.	7	Jan., '73, .5	73
do do	100 200,000	J. & J.	7	Jan., '73, .5	73
Grand Street & Newtown—stock	100 200,000	J. & J.	7	Jan., '73, .5	73
do do	100 200,000	J. & J.	7	Jan., '73, .5	73
North Avenue—stock	100 200,000	J. & J.	7	Jan., '73, .5	73
do do	100 200,000	J. & J.	7	Jan., '73, .5	73
Second Avenue—stock	100 200,000	J. & J.	7	Jan., '73, .5	73
do do	100 200,000	J. & J.	7	Jan., '73, .5	73
Third Avenue—stock	100 200,000	J. & J.	7	Jan., '73, .5	73
do do	100 200,000	J. & J.	7	Jan., '73, .5	73
Williamsburg & Flatbush—stock	100 200,000	J. & J.	7	Jan., '73, .5	73
do do	100 200,000	J. & J.	7	Jan., '73, .5	73

* This column shows last dividend on stocks, but date of maturity on bonds.

Insurance Stock List.

(Quotations by E. S. Bailey, broker, 65 Wall Street.)

COMPANIES.		CAPITAL.	NET SUR. PLUS.				DIVIDENDS.				PRICE.	
			Par.	Amount.	JAN. 1, 1873.*	1869	1870	1871	1872	Last Paid.	Bid.	Asked
Adriatic	25	200,000			3,150	---	10	---	10	July, '72, .5		65
Aetna	100	200,000			16,557	---	10	---	5	Jan., '72, .5		145
American	50	400,000			88,323	17	15	17	14	Jan., '73, .5	146	145
American Exch'e.	100	200,000			27,845	10	10	10	10	Jan., '73, .5	109	133
Arctic	25	250,000			14,423	20	20	20	20	Jan., '73, .5	185	185
Atlantic	50	200,000			14,423	20	30	30	30	Dec., '72, .5	185	185
Bowery	25	300,000			25,321	20	20	20	20	Jan., '73, .5	100	100
Brewers & M'lt's	100	200,000			181,271	16	16	15	13	Feb., '73, .5	200	200
Broadway	25	200,000			200,088	20	20	20	20	Jan., '73, .5	180	180
Brooklyn	20	300,000			41,509	20	20	20	20	Feb., '73, .5	115	115
Citizens	20	200,000			105,898	14 1/2	14 1/2	13 1/2	13 1/2	Jan., '73, .5	70	70
City	100	250,000			5,163	13	14	14	17	Jan., '73, .5	108	108
Columbia	100	200,000			30,712	10	10	10	10	July, '72, .5	111	111
Commerce Fire	100	200,000			10,613	10	10	10	11	July, '72, .5	78	78
Commercial	50	200,000			16,613	10	10	10	11	Jan., '73, .5	109	111
Continental	100	1,000,000			53,159	16	18	20	8 1/2	Jan., '73, .5	109	111
Corn Exchange	25	200,000			327,908	20	30	30	30	Oct., '72, .5	195	195
Eagle	40	300,000			30,906	10	10	10	10	Jan., '73, .5	95	100
Empire City	100	200,000			81,251	---	4	---	---	Mich., '73, .5	90	90
Exchange	30	200,000			13,670	20	20	20	5	July, '72, .5	115	115
Farmatut	50	200,000			24,456	10	10	10	10	Jan., '73, .5	100	100
Firemen's	17	200,000			44,010	10	10	10	10	Jan., '73, .5	110	110
Firemen's Fund	10	150,000			1,025	10	10	10	10	Aug., '72, .5	97	102
Gebhard	100	200,000			63,561	10	10	10	10	Jan., '73, .5	95	100
German-American	100	1,000,000			53,391	10	11	11	1 1/2	Jan., '73, .5	200	200
Globe	50	200,000			210,717	20	20	20	20	Jan., '73, .5	145	145
Greenwich	25	200,000			91,559	10	10	10	10	Jan., '73, .5	95	100
Guardian	100	150,000			5,073	10	10	8 1/2	10	Jan., '73, .5	80	80
Hanover	50	250,000			5,445	10	10	10	5	July, '72, .5	80	85
Hoffman	50	200,000			13,377	10	10	10	5	Jan., '72, .5	92 1/2	92 1/2
Home	25	150,000			1,365	10	10	10	10	Jan., '73, .5	90	90
Howard	50	100,000			16,063	11	12	9 1/2	10	Jan., '73, .5	90	90
Importers & Traders	100	200,000			29,857	10	10	10	10	July, '71, .5	116	116
International	50	500,000			98,818	10	10	10	10	Mar., '73, .5	145	145
Irving	50	200,000			85,139	10	10	10	10	Jan., '73, .5	135	145
Jefferson	30	200,000			99,473	10	20	15	20	Jan., '73, .5	90	100
Kings Co. (B'klyn.)	20	280,000			30,582	5	5	---	10	Jan., '73, .5	90	145
Knickerbocker	50	150,000			10,692	10	10	10	10	Jan., '73, .5	100	100
Lafayette (B'klyn.)	100	200,000			11,379	10	10	10	10	Jan., '73, .5	100	100
Lamar	25	150,000			185,227	14	14	14	15	Jan., '73, .5	150	150
Lenox	50	200,000			11,379	10	10	10	10	Jan., '73, .5	100	100
Long Island (B'klyn.)	25	300,000			11,379	10	10	10	10	Jan., '73, .5	100	100
Lorillard	25	300,000			186,325	15	16	18	20	Jan., '73, .5	170	170
Manuf. & Builders	100	2,000,000			44,594	5 1/2	10	10	10	Jan., '73, .5	25	25
Manhattan	25	200,000			17,027	10	10	10	10	Jan., '73, .5	100	100
Mech. & Traders	50	150,000			24,692	20	20	20	20	Jan., '73, .5	115	115
Mechanics (B'klyn.)	50	150,000			4,884	4	4	4	4	Jan., '72, .5	60	65
Mercantile	50	200,000			123,000	11	12	12	16	Jan., '73, .5	170	170
Mercants	50	200,000			175,546	12	12	12	6	July, '72, .5	145	145
Metropolitan	37 1/2	200,000			118,476	12	12	12	16	Jan., '73, .5	170	170
Montank (B'klyn.)	50	150,000			139,972	18	18	20	20	Jan., '73, .5	140	140
Nassau (B'klyn.)	50	200,000			136,370	15	16	16	16	Feb., '73, .5	170	170
National	35	210,000			131,693	10	10	10	10	Jan., '73, .5	115	115
New York Fire	100	200,000			102,432	10	10	8 1/2	10	Jan., '73, .5	95	100
N. Y. & Tonkers.	100	200,000			215,368	16	23	20	20	Jan., '73, .5	110	112
Niagara	25	300,000			118,476	12	12	12	12	Jan., '73, .5	140	140
North River	25	300,000			168,139	11	12	12	16	Feb., '73, .5	155	160
Pacific	100	200,000			76,413	12	12	12	12	Jan., '73, .5	126	126
Park	100	200,000			43,873	10	11	11	13	Jan., '73, .5	115	115
People's	20	150,000			118,476	12	12	12	12	Jan., '73, .5	140	140
Phenix (B'klyn.)	50	1,000,000			13,772	10	10	10	10	July, '72, .5	70	70
Relief	100	300,000			25,242	10	10	10	8 1/2	Feb., '73, .5	160	160
Resolute	100	200,000			148,666	15	16	16	20	Jan., '73, .5	90	90
Rutgers	25	300,000			131,693	10	10	10	10	Jan., '73, .5	115	115
Safeguard	100	200,000			102,432	10	10	10	10	Jan., '73, .5	110	110
Star	100	200,000			215,368	16	23	20	20	Jan., '73, .5	140	140
Standard	50	200,000			118,476	12	12	12	12	Jan., '73, .5	140	140
Star	100	200,000			139,972	18	18	20	20	Jan., '73, .5	140	140
Sterling	25	200,000			136,370	15	16	16	16	Jan., '73, .5	170	170
Survivor	25	200,000			131,693	10	10	10	10	Jan., '73, .5	115	115
Traders	25	150,000			102,432	10	12	12	12	Jan., '73, .5	110	110
Tradersmen's	25	150,000			20,697	12	14	14	14	Jan., '73, .5	133	133
United States	25	250,000			187,019	14	14	14	14	Jan., '73, .5	133	133
Washington	100	200,000			24,111	10	10	10	10	Jan., '73, .5	110	110
Williamsburg City	50	250,000			24,111	10	10	10	10	Jan., '73, .5	110	110

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

EXPLANATION OF STOCK AND BOND TABLES.

1. Prices of the most Active Stocks and Bonds are given in the "Bankers' Gazette," previously. Full quotations of all other securities will be found on preceding pages.

2. Government Securities, with full information in regard to each issue, the periods of interest payment, size or denomination of bonds, and numerous other details, are given in the U. S. Debt statement published in THE CHRONICLE on the first of each month.

3. City Bonds, and Bank, Insurance, City Railroad and Gas Stocks, with quotations, will usually be published the first three weeks of each month, on the page immediately preceding this.

4. The Complete Tables of State Securities, City Securities, and Railroad and Miscellaneous Stocks and Bonds will be regularly published on the last Saturday in each month. The publication of these tables, occupying fourteen pages, requires the issue of a supplement, which is neatly stitched in with the usual edition and furnished to all regular subscribers of THE CHRONICLE.

Central Railroad of New Jersey.—The Annual Report for the year ending December 31, 1872, contains the following:

The comparisons made of the receipts, expenses, &c., of the past year with those of the one that preceded it, include those of the Lehigh and Susquehanna Railroad and its branches, run under lease, the whole 180 miles of main line and 111 miles of branches having been operated as one concern.

The service of the whole road, as compared with that of the previous year, has been as follows:

	1872.	1871.	Increase.
Miles run by passenger trains.....	1,398,147	1,164,823	233,324
" " merchandise trains.....	1,60,742	808,705	251,947
" " coal trains.....	2,142,948	1,555,905	585,443
Total by transportation trains.....	4,601,237	3,530,523	1,070,714
Miles run by wood, gravel and construction trains.....	288,654	171,850	116,804
Total miles run by trains.....	4,889,891	3,702,373	1,187,518

The following is a statement of the ordinary receipts and expenses of both roads for the year 1872, compared with 1871:

	1872.	1871.	Inc. or Dec.
Passengers.....	\$1,391,309	\$1,375,091	\$16,218 Inc.
Merchandise.....	1,894,640	1,562,947	331,693 "
Coal.....	3,718,236	3,900,571	182,334 Dec.
Mail.....	19,499	15,809	3,690 Inc.
Express.....	26,417	28,429	2,012 Dec.
Rents.....	19,618	25,516	5,897 "
Miscellaneous.....	17,771	17,424	347 Inc.
Car service.....	33,333	15,587	17,746 "
Total receipts.....	\$7,120,717	\$6,841,379	\$279,338 Inc.
EXPENSES.			
Running expenses.....	\$1,594,226	\$1,266,095	\$328,140 Inc.
Fuel consumed.....	346,360	328,438	17,922 "
Repairs of road.....	884,084	896,395	12,311 Dec.
Repairs of engines.....	324,317	252,388	73,928 Inc.
Repairs passenger cars.....	72,978	68,117	4,861 "
" freight.....	80,618	51,605	29,013 "
" coal.....	306,909	235,240	71,668 "
" buildings, bridges, docks, &c.....	17,771	18,351	580 Inc.
" tools and machinery.....	41,440	24,639	16,801 "
Expenses Ashley Plains.....	73,711	68,873	4,838 "
Expense account.....	132,240	121,323	10,917 "
Miscellaneous expenses.....	95,027	71,979	23,048 "
Ferry running expenses.....	90,032	88,995	1,036 "
Ferry boat repairs.....	29,662	34,895	5,233 Dec.
	\$4,236,806	\$3,706,144	\$530,661 Inc.
Balance net earnings.....	\$2,883,911	\$3,135,234	\$251,323 Dec.

The following table shows the receipts, expenses and net earnings since 1866:

	Receipts.	Expenses.	Net Earnings.
1866.....	\$3,581,244	\$1,963,976 or 55 p. c.	\$1,617,268 or 45 p. c.
1867.....	3,350,398	1,878,922 or 56 "	1,471,376 or 44 "
1868.....	3,729,412	2,379,192 or 64 "	1,350,220 or 36 "
1869.....	4,010,121	2,642,163 or 66 "	1,367,958 or 34 "
1870.....	4,893,514	2,512,217 or 57 "	1,881,297 or 43 "
1871.....	6,841,379	3,706,144 or 54 "	3,135,235 or 46 "
1872.....	7,120,718	4,236,806 or 59 "	2,883,912 or 41 "

Total.....\$48,422,987 \$26,668,368 or 55 " \$21,824,619 or 45 "

*Previous to 1871, the figures are for the Central only.

The profit and loss account for the year stands as follows:

Gross earnings during the year.....	\$7,120,717 99
Balance of former profits to credit of account.....	166,155 62
	\$7,286,873 61

It has been debited as follows:

Ordinary expenses.....	\$4,236,806 51
Rent of Lehigh & Susquehanna Railroad.....	810,455 50
Interest account.....	453,041 78
State taxes.....	65,918 14
Dividend account.....	1,735,559 68
	7,301,791 36

Balance to debit of account.....\$34,917 75

The President says:

"This may be regarded as a favorable result to the business of a year in which the company increased its coal transportation 351,153 tons, and received for the larger amount, \$182,334 81 less than for the smaller transportation of the previous year."

"The passenger and general merchandise business continues to show a healthy growth and steady improvement, but without any marked feature calling for comment."

"The coal business continued during most of the year to be a severe struggle by producers and transporters to get the largest possible tonnage forward to a market, which though capable, as shown, of taking all the coal offered, became utterly demoralized in prices by the idea of over production."

"It is the opinion of those best informed in the trade, that we are not likely to suffer again soon from the same causes that cut down profits so severely in 1872."

As to the operating contract with the Delaware, Lackawanna & Western, the President states in substance that the D. L. & W. desired to have the whole control of affairs, and acted in bad faith, and that the Central consequently withdrew from the agreement, as it was found to be illegal through a technical omission. [A detailed statement of the company's stock and debt is given in the monthly tables of the CHRONICLE.]

The Allegheny Valley Railroad.—The following report is made of the business of this railroad during 1872.

The receipts were:	The expenses were:
From freights.....\$1,584,317 20	For conduct'g transp'n.....\$330,846 53
From passengers.....502,739 14	For motive power.....352,604 84
From express.....12,000 00	For maintenance of way.....341,622 59
From mails.....22,505 20	For maintenance of cars.....118,971 18
From rents.....4,353 67	For general expenses.....184,400 73
From miscellaneous.....23,244 12	
Total.....\$2,239,159 33	Total.....\$1,378,475 87

The President remarks: "It will be perceived that the net earnings for the year 1872 (amounting to \$960,683 51) are amply sufficient to pay the annual interest on the entire bonded debt of the Allegheny Valley and Low Grade roads, without having as yet received any income from the latter road."

"The expenses of working the road have been 57 1-10 per cent. of the gross earnings, being an increase on last year, caused principally by the unusual severity of the winter."

"The bonded debt of your company remains without material change."

"The increasing tonnage upon your road demanding greater facilities than it is possible to provide over a single track, your manager thought proper that another track should be constructed from Pittsburgh to the mouth of Red Bank, there connecting with the Low Grade road."

"The additional track thus authorized has already been completed from Pittsburgh to Hulton, a distance of twelve miles, and that portion of the s-cond track extending from Hulton to Red Bank, has been put under contract, and will be built as rapidly as the means of your company will permit."

"The location of the Plum Creek branch was commenced late in the summer of 1871, and completed in December of that year."

"During the summer of 1872 it became known to your Board that the Philadelphia & Erie Railroad Company were willing to dispose of a controlling interest which it held in the stock of the Oil Creek & Allegheny River Railroad Company. Your President immediately opened negotiations for its purchase, and on the 8th day of August, 1872, a contract was closed by which the Allegheny Valley Railroad Company became owner of a sufficient amount of this stock to give your company control of the Oil Creek & Allegheny River Railway, and it is now operated by your company."

"The route selected for the Low Grade starts from the Philadelphia & Erie Railroad at Driftwood, and connects with the Allegheny Valley at the junction of the Red Bank creek with the Allegheny river, a distance of 110 miles from Driftwood."

"The prospective advantages and value of the line known as the Low Grade Road, are spoken of in high terms. Your managers think that they will be ready to open that portion of your road extending from the mouth of Red Bank to New Bethlehem, a distance of twenty-one miles, by the middle of April. They expect to reach Brookville, a further distance of about twenty miles, by the first of June, and the Summit tunnel, a further distance of twenty-four miles, by the 1st of July, and they hope to complete the line through to Driftwood, where it connects with the Philadelphia & Erie Railroad, by the middle of September or the 1st of October, 1873."

Great Western, of Canada.—The following report of the directors is made for the half year ending with January, 1873:

The receipts on capital account during the half year to 31st January, 1873, amounted to \$232,336, arising as follows:

Five per cent preference stock, in full of final installment.....	\$243,021
Six per cent bonds in full of issue.....	250,000
8,300 reserved ordinary shares sold.....	170,150
Shares issued on conversion of preference stock during the half year at the rate of five shares for every £100 stock:	
94,720 stock converted into 4,736 shares of £20 10s each.....	\$97,068
Less preference stock cancelled on conversion.....	94,720 — 2,368
Total.....	\$465,539

Deduct final series of 4 per cent bonds paid 1st January, 1873.....142,203

Balance.....\$323,336

The total receipts to capital account amounted on 31st January, 1873, to \$3,896,693.

The charges to capital account during the half year amounted to \$634,664. The total expenditure to 31st January, 1873, amounted to \$6,788,355, leaving a balance at credit of capital account of £108,358.

The receipts and expenditure on revenue account for the half year have been as follows:

Gross receipts.....	\$295,889
Working expenses, including renewals and all charges.....	376,513
	\$219,326

From which is deducted—

Interest on bonds, etc.....	\$37,535
Discount and charges on conversion of American currency.....	33,182
Amount set aside for renewal of ferry steamers.....	8,000
Alteration of gauge account.....	9,100 — 82,881
	\$136,509
Add profit on working Galt & Guelph.....	1,903
Balance of interest account.....	2,919 — 4,223
	\$140,722

Add surplus from last half year..... 1,485

Amount available for dividend..... £142,218

The dividend for the half year on the 5 per cent preference stock amounts to £5,302, and from the balance the directors recommended a dividend on the ordinary shares at the rate of 6 per cent per annum, payable in London on 22d of April, which will absorb £133,534, leaving £3,381 to be carried forward to the next half year.

The following table exhibits the receipts and expenses for five corresponding half years:

Half year ending	Receipts.	Expenses.	Per cent.
January 31, 1873.....	£423,311	£309,752	49.55
" 1874.....	424,182	243,379	57.37
" 1875.....	444,348	267,481	60.19
" 1876.....	527,351	313,696	59.47
" 1877.....	595,839	376,512	63.1

The pressure of the through traffic during the past six months has entirely overtaken the utmost resources of the railway, and it will be necessary to double the existing main line from Windsor, its western terminus, to its junction with the loop line at Glencoe, a distance of 80 miles—to lay down additional siding accommodation, and to provide further equipment of rolling stock for use on the whole system.

The ordinary general meeting of shareholders will be made special, at which the directors will ask for power to raise additional capital to the estimated amount of £1,000,000, for the above purposes.

The directors report continued unanimity existing with the American railways in connection with this company, and it has been mutually agreed with the Michigan Central that an adequate supply of rolling stock is to be provided by both companies, in order more efficiently to carry out the one-purse system for the division of through traffic under the ten years' agreement.

The directors of this company invite tenders till May 12 for the grading, bridging, &c., required for doubling the track of the main line from Windsor to Glencoe (78 miles), the junction of their new air line from Glencoe to Buffalo. Plans are on exhibition at the office of Mr. John Kennedy, Chief-Engineer of the Great Western Railroad, Hamilton, from whom forms of tender, specifications, and all necessary information can be obtained on application. [See the advertisement on another page.]

New York, West Shore & Chicago Railroad.—The officers of this company, at No. 20 Nassau street, state that the corporation has been reorganized with a view to prosecuting the enterprise. Willis Phelps, of Springfield, Mass., has been elected President, vice J. M. Courtenay, resigned; and James Bell, of Albany, Vice-President. Those new in interest are represented to be the Hon. Norris Winslow, of Watertown, N. Y.; the Hon. John P. Page, of Rutland, Vt.; Abraham Altman, of Buffalo; Israel G. Whitney, of Boston; John W. Phelps, of New York; Donald D. Warren, of Watertown, N. Y.; B. L. Solomon and A. W. Greenleaf, of New York; John G. Kellogg, of Oswego; H. M. Farrell, of Watertown, and E. R. Wiggins, of Boston. The contract for the building of the road from New York to Buffalo has been made with a construction company. The officers further state that those interested in the company have subscribed \$2,000,000 to the capital stock of the company, and have resolved to increase it to \$5,000,000. They have sent Governor Page to Europe to negotiate the sale of securities through the Amsterdam Syndicate. The company is said to own 56 acres of land at Hoboken.

Illinois Central Railroad.—At a recent meeting of the directors of the Illinois Central Railroad Company, held at the company's office in this city, the following preamble and resolutions were adopted:

The directors of this company having made arrangements for through communication from Chicago and St. Louis to New Orleans, which they believe will largely increase its business and revenue, desire to provide for outlays required to perfect this connection; also for the extensive and important works in progress upon the Lake Shore at Chicago, and to make further provision of steel rails; and therefore determine that the requirements for these purposes may best be provided for by an issue of shares. It is therefore resolved as follows:

First—To increase the capital stock of the company from \$25,500,000 by a further issue of shares to the extent of twenty per cent thereupon.

Second—That subscriptions from shareholders to the new stock, in even shares, in the proportion of one to every five shares registered in their names upon the 15th day of June next, shall be accepted at par.

Third—That the payment of fifty per cent of these subscriptions shall be made upon the 1st day of July next, at which date the company will issue receipts certifying said payment; and the remaining fifty per cent shall be payable on the 1st day of August, 1874.

Fourth—These certificates shall bear interest at the legal rate of seven per cent per annum until the 1st day of August, 1874, payable on the 1st days of January and August, 1874, at the office of the company in New York, at which last day, on the completion of the payment, the certificates shall be exchanged for the share certificates of the company, to be entitled to dividends declared thereafter.

Fifth—The certificates shall be transferable in sums of \$50, or the multiples of 50, so that when the second payment to the company is made the total amount will correspond to the shares to be issued.

Piedmont Railroad.—Legal proceedings have for some time past been pending in the courts against the Piedmont Railroad in Virginia on a mortgage. Application was made to the Attorney General to seize the railroad under the act of 1861, on the ground that it was confiscated to the government, having been constructed and used in the interests of the rebellion. The Attorney-General has decided that the President's proclamation of pardon of 1868 operated so as to restore to the corporators or stockholders all their rights, and therefore the right of the government to seize the road is barred. All proceedings against the road will be dropped. The interests at issue were about a million and a half of dollars.

Winona & St. Peter's Railroad.—The Secretary of the Interior decides that the Winona & St. Peter's Railroad Company is entitled to the lands in controversy between that company and the St. Paul & Sioux City Railroad Company. This controversy

involves about 50,000 acres, and grew out of overlapping land grants.

The Hoosac Tunnel Route.—A majority of the Massachusetts Legislative Committee on Railroads have reported a bill for the consolidation of the Boston & Lowell, the Fitchburg, the Vermont & Massachusetts, the Troy & Greenfield, and the Troy & Boston Railroads, including the Hoosac Tunnel, the consolidated roads to be known as the Boston & Northwestern Railroad Company. A minority report proposes to incorporate a State Board of Trustees of the Troy & Greenfield Railroad and the Hoosac Tunnel, with power to make a perpetual lease of the other roads forming the line between Boston & Troy.

New Jersey Southern Railroad.—The *Tribune* has the following: For a considerable time past the affairs of the New Jersey Southern Railroad Company have been the subject of very general discussion in railroad and financial circles. The officers of the company have not been very communicative, but it is officially announced that it is now on the point of complete organization. When all arrangements and consolidations are perfected the New Jersey Southern will embrace the following roads: The Long Branch & Seashore, the New Egypt & Farmingdale, the Tom's River & Watertown, the Pemberton & New York, the Vineland, the Smyrna & Delaware Bay, the Kent County, the Maryland & Delaware, with power to consolidate and amalgamate with other railroads in the States of New Jersey, Maryland and Delaware, as may be requisite to make a continuous line to Baltimore, Maryland, and Norfolk, Virginia.

The road owns and controls the ferry from Bayside, N. J., to Bombay Hook, Del., and the steamers between its terminus at Port Monmouth and Sandy Hook and New York. For the purpose of facilitating its business the company is now having constructed a number of large boats, one of which will be completed by the middle of June.

The officers of the road say that it will be completed about July 1 (the contracts specifying that date as the limit), and that it will be a trunk line extending from New York to St. Louis by means of a connection which will be made with the Baltimore & Ohio Railroad near Baltimore. The new line, they claim, will be 75 miles shorter than the Erie Railway and will run through the most fruitful regions of New Jersey, Delaware, Maryland and Virginia. The capital stock of the road will be \$7,000,000, and the bonded debt \$6,000,000.

Memphis & Charleston.—The Memphis (Tenn.) *Avalanche* says that Mr. R. T. Wilson of New York has agreed to place the new income bonds of the company, on certain conditions, which have been accepted by the company. In the first place the maturity of the bonds, originally fixed at one to ten years, is to be changed to six months to five years, and secondly the Trustee is to be vested with more power, looking to the security of the holders of the bonds. By the terms of the lease of the road to the Southern Security Company, the Memphis & Charleston Railroad Company is empowered, in the event of default of payment of rental, to dispossess the lessees within ninety days after such default. It is stipulated that the Trustee shall have equal power. Under this arrangement the amount of bonds will be \$600,000, bearing 10 per cent interest. Of this amount \$50,000 at each date will become due September 15, 1873, March 15, 1874, and September 15, 1874; \$55,000, March 15 and September 15, 1875; \$60,000, March 15, 1876; \$65,000, September 15, 1876; \$70,000, March 15 and September 15, 1877; and the balance, \$75,000, March 15, 1878. The proceeds are to be used to pay off the floating debt and to provide for notes which have lately been protested. The rental of the road, which, with its franchise, is the basis of security for the above bonds, is 3 per cent annually for the next four years from July 1, 1873, and 6 per cent per annum thereafter, on the capital stock, which is \$5,250,000 or thereabouts. The amount of rental, therefore, against the bonds and interest as above, will by the time of the last maturity amount to \$945,000, receivable semi-annually.

East Alabama & Cincinnati.—This Alabama Railroad is to be sold at auction at the Artesian Basin, in Montgomery, Ala., at noon on May 1, to satisfy the mortgage made to Henry Clews and Wm. H. Barnes, July 1, 1870, subject to the lien of the State of Alabama on its indorsements of its first mortgage bonds, and to the lien of the holders of these indorsed bonds, amounting to \$400,000, and to the further lien of the holders of the undorsed first mortgage bonds, amounting to \$3,500.

The line is described in the announcement of the sale as "all the continuous railroad of said company from its terminus at Eufala, in the State of Alabama, to its terminus at Guntersville, in the State of Alabama."

The road is intended to run from Eufala to Guntersville, 220 miles, and two sections of it are in operation, one from Opelika north to Buffalo Wallow, 22 miles, and a short section of five and one-half miles from Attala, on the Alabama & Cattanogga road, west to Gadsden. Considerable grading, we believe, has been done on the northern end of the line, between Attala and Guntersville.—*Railroad Gazette*.

New Orleans, Mobile & Texas.—A decree has been entered in the United States Circuit Court in New Orleans in the case of Henry J. Gardner and Peter H. Butler against the New Orleans, Texas & Mobile Railroad, ordering a foreclosure and sale of the road June 6 proximo for the benefit of the four million dollar bondholders for default of payment of interest for the last six months.

—Ground was broken for the Texas & Pacific Railroad at San Diego April 26, in the presence of a large assemblage. The directors say the road will be completed by 1876.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 2, 1873.

The feature of the markets noted last week—the simultaneous advance in the prices of leading staples of domestic produce—has been nearly reversed in the week under review. Cotton for future delivery, breadstuffs, hog products and naval stores have all declined; while refined petroleum has lost a portion of the advance which took place early in the week. The great channels of inland navigation are now all open, except the canals of this State, and they are to be opened on the 15th inst. There has been a better distributing demand for "groceries," and some other articles of foreign merchandise; and altogether the course of affairs in trade circles, notwithstanding the decline in prices noted above, has been as favorable as could have been expected.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise, at dates given:

	1872.	1873.
	May 1.	April 1.
Beef.....	56,303	35,213
Pork.....	77,635	57,308
Tobacco, foreign.....	22,123	39,999
Tobacco, domestic.....	10,871	10,447
Coffee, Rio.....	192,166	67,862
Coffee, other.....	63,037	21,086
Coffee, Java, &c.....	95,836	30,096
Sugar.....	52,235	25,203
Sugar.....	50,798	31,302
Melado.....	34,435	130,386
Molasses.....	1,602	2,161
Molasses.....	5,062	1,140
Molasses.....	1,290	3,541
Hides.....	103,100	148,900
Cotton.....	75,915	90,501
Rosin.....	7,039	27,256
Spirit Turpentine.....	1,821	6,007
Tar.....	1,800	5,421
Rice, E. I.....	11,820	16,810
Rice, Carolina.....	11,820	16,810
Gunny Cloth (Cal.).....	21,400	640
Gunny Bags.....	8,640	26,000
Liased.....	76,385	5,900
Saltpetre.....	4,000	59,300
Jute and Jute Butts.....	49,020	8,000
Manila Hemp.....	17,806	159,500
Ashes.....	144	46,500

Provisions have been irregular. Pork, under a subsidence of speculation, has ruled decidedly lower, and very quiet, until yesterday, when a good business was done in new mess at \$19 for June, while for May and July there was also business at this price. Western prime mess has sold to a moderate extent at \$17 50. Lard has been more in buyers' favor, selling at 9 3/4 @ 9 1/2 for prime Western steam, on the spot, and 9 3/4 @ 9 1/2 for kettle rendered, which has sold also to a good extent for June delivery at 10c; contract lard has sold at 9 9/16c. for May, 9 1/2c. for June and 10c. for July. Bacon has been in some demand and higher, long clear selling at 10 1/2c., and short clear at the same price, on the spot. Cut meats have been very quiet, with prices more or less nominal; dry salted shoulders have declined and sold at 7 1/16c. Beef has been in moderate demand and generally unchanged. The stock shows a considerable falling off. Butter has declined as the season advances. Cheese has ruled higher for fine, which has become reduced in stock; new has been arriving to some extent, and fancy has brought 16c., which has also been the price for old for export. To-day pork was very quiet, and new mess was offered at \$18 75 for May. Bacon was dull and lower at 9 3/4 @ 10c. for long clear, and 10c. for short clear. Lard was also depressed, but active at the concession, the sales embracing 4,000 tcs. prime Western for May at 9 3/4 @ 9 7/16c., and 2,500 tcs. for June at 9 1/2 @ 13 1/16c.

Tobacco has shown more activity in Kentucky leaf, especially for good low grades for shipment, and prices have ruled firm. The sales have been about 1,100 hhd., of which 950 hhd. for export and 150 hhd. for consumption. Quotations for new crop are 7 @ 8c. for lugs and 8 1/2 @ 14c. for leaf. Seed leaf tobacco, on the contrary, has become quiet; shippers cannot buy at prices within their limits, and the only transactions have been 200 cases sundries, crop of 1870, at 9 @ 10c., and 200 do., crop of 1871, at 15 @ 50c. Spanish tobacco continues in large stock and dull; sales 400 bales Havana at 80c. @ \$1.

In oils, we notice sales of crude sperm at \$1 50 @ 1 51, and crude Northern whale at 67c., all for home use, showing some decline; and menhaden oil, under the prospect of a large "catch," is reduced to 56c. There has been more doing in hides, with dry Buenos Ayres quoted at 25c. gold. Tallow is firmer, with prime city sold to-day at 9 1/16c. Whiskey has advanced to 92c., and alcohol has sold at \$1 70.

In metals trade has been dull, and Scotch pig iron has declined, Glengarnoch having declined to \$49 @ 49 50.

Freights have been depressed, especially for weight to British ports. To Liverpool by steam corn has been taken as low as 5 1/4d. with cheese at 45s. To Glasgow by steam liberal shipments of grain were made to-day at 6 @ 6 1/4d. To London by sail wheat at 9d. and flour at 2s. 9d., with pretty free shipments. Vessels for charter have brought full rates, and late business includes vessels with crude petroleum to Havre at 6s. 3d. @ 6s. 6d., with 7s. the current rate for grain to Cork for orders.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1873, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

Same week, 1873.	Total since January 1, 1873.	Total this week.	All oth. Ports.	Other S. American.	Brazil.	British Guiana.	Mexico.	Other W. Indies.	Hayti.	Onha.	Br. N. A. Colonies.	Aus. & Stra.	China & Japan.	Other S. Europe.	Spain.	Other N. Europe.	Ger. many.	Holland & Belg.	France.	Great Britain.
921,069	393,768	22,491	4,469	22,710	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
1,039,650	2,317,150	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
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2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
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2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,300	157,548	16	4,069	34,096	19,293	45	110,488	32,698	33,698	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012	32,012
2,317,150	4,634,3																			

Imports of Leading Articles.

The following table, compiled from Custom House returns shows the foreign imports of leading articles at this port since Jan. 1, 1873, and for the same period of 1872 and 1871: (The quantity is given in packages when not otherwise specified.)

	Since Jan. 1 1873.	Same time 1872.	Same time 1871.		Since Jan. 1 1873.	Same time 1872.	Same time 1871.
China, Glass and Earthenware.....	6,013	4,789	4,593	Metals, &c.....	2,727	2,506	2,458
China.....	19,473	15,336	13,940	Cutlery.....	1,251	2,468	1,936
Earthenware.....	221,546	162,003	124,317	Iron, R.R. bars.....	237,460	230,032	178,416
Glassware.....	14,164	12,839	9,633	Lead, pigs.....	143,161	116,289	172,999
Glass plate.....	4,008	8,864	3,749	Spelter, lbs.....	226,051	3,632,435	1,730,294
Buttons.....	2,236	2,236	2,451	Steel.....	76,679	66,181	53,063
Coal, tons.....	9,979	18,536	17,359	Tin, boxes.....	394,477	300,417	271,086
Cocoa, bags.....	15,112	7,992	6,993	Tin slabs, lbs.....	188,508	2,769,973	3,866,039
Coffee, bags.....	452,039	549,066	551,445	Sugar, boxes & bbls.....	41,223	40,077	42,109
Cotton, bales.....	2,639	2,463	926	Sugar, hhds, tcs.....	166,329	135,138	136,429
Drugs, &c.....	9,944	15,351	9,149	Tea.....	485,440	570,921	528,161
Bark, Peruvian.....	12,274	8,928	9,255	Tea.....	630,402	551,457	568,991
Blea powders.....	8,833	6,056	7,383	Tobacco.....	28,276	28,621	20,581
Brimstone, tons.....	1,324	1,317	1,317	Waste.....	1,339	1,780	991
Cochineal.....	613	336	1,235	Wines, &c.....	61,790	61,668	61,336
Cream Tartar.....	2,192	29,718	549	Champagne, bks.....	49,761	45,889	61,993
Gambier.....	1,446	1,737	1,365	Wines.....	31,173	40,335	17,525
Gum, Arabic.....	1,524	2,412	2,823	Wool, bales.....	1,135	1,135	1,135
Indigo.....	303	1,012	1,683	Articles reported			
Madder.....	313	237	138	by value.....			
Oil, essential.....	12,487	16,880	11,445	Cigars.....	333,245	403,050	454,205
Oil, Olive.....	272	539	786	Cork.....	32,339	39,501	32,679
Soda, bi-carb.....	21,514	21,705	41,002	Fancy goods.....	520,505	454,727	254,030
Soda sal.....	19,033	17,387	15,172	Fish.....	157,369	143,060	174,136
Soda ash.....	19,349	18,822	14,467	Fruits, &c.....	116,554	134,128	160,705
Flax.....	3,535	4,289	6,185	Lemons.....	745,981	833,973	793,596
Furs.....	2,502	2,498	1,867	Oranges.....	410,777	409,448	490,510
Gunny cloth.....	1,589	4,331	2,555	Nuts.....	463,599	72,317	475,153
Hair.....	1,410	2,705	4,460	Kaisins.....	476,674	4,042,327	1,568,591
Hemp, bales.....	53,466	61,353	55,675	Hides undressed.....	230,632	305,279	182,810
Hides, &c.....	655	511	619	Spices, &c.....	11,155	354,373	259,205
Histles.....	4,943	3,493	5,391	Cassia.....	41,218	5,764	40,591
Hides, dressed.....	26,885	19,349	16,847	Ginger.....	6,609	270,056	39,759
India rubber.....	637	2,003	1,481	Pepper.....	56,825	25,441	91,821
Ivory.....	1,776	1,419	2,346	Salt-petre.....	159,911	124,580	64,659
Jewelry, &c.....	418	443	551	Woods.....	32,675	16,239	21,769
Linseed.....	230,734	205,022	335,419	Fustic.....	238,366	244,436	187,342
Molasses.....	32,221	53,665	52,160	Logwood.....	39,065	38,234	50,320
				Mahogany.....			

Receipts of Domestic Produce for the Week and since January 1.

The receipts of domestic produce have been as follows:

	This week.	Since Jan. 1.	Same time '72.		This week.	Since Jan. 1.	Same time '72.
Ashes.....pkgs.	69	2,270	2,382	Pitch.....	50	581	938
Breadstuffs.....	79,329	851,876	665,934	Oil cake, pkgs.....	2,454	45,336	44,221
Flour, bbls.....	160,500	1,441,160	630,899	Oil, lard, &c.....	430	437	2,559
Wheat, bus.....	92,225	1,632,643	5,212,918	Peanuts, bales.....	1,906	45,814	39,856
Corn.....	132,354	2,425,377	1,632,253	Provisions.....	12,469	177,294	138,980
Oats.....	2,241	2,241	2,705	Butter, pkgs.....	7,429	148,095	88,126
Rye.....	25,525	462,237	827,959	Cheese.....	6,083	317,223	159,380
Barley, &c.....	2,003	57,696	91,196	Cutmeats.....	18,900	160,500	134,732
Grass ad. bgs.....	501	16,377	18,905	Eggs.....	2,132	76,241	82,410
Beans, bbls.....	717	15,611	60,701	Pork.....	6,015	107,320	29,636
Peas, bush.....	2,771	92,611	60,610	Beef, pkgs.....	6,439	230,298	196,217
C. meat, bbls.....	16,356	314,056	272,493	Lard, pkgs.....	339	18,353	10,060
Cotton, bales.....	28,233	302,086	266,524	Meats, &c.....	218	4,839	5,410
Hemp, bales.....	2,46	5,339	4,391	Rice, pkgs.....	6,015	107,320	29,636
Hides.....	51,759	977,714	1,151,510	Salt, pkgs.....	1,071	6,736	9,818
Hops.....	50	50	50	Sugar, bbls.....	11	881	4,416
Leather, skins.....	1,131	1,131	1,131	Sugar, hhds.....	11	13,874	13,874
Molasses, bbls.....	22,399	22,399	22,399	Tallow, pkgs.....	4,412	50,783	65,346
Do., bbls.....	80	8,918	3,354	Tobacco, pkgs.....	2,877	25,505	18,197
Naval stores.....	600	17,317	16,134	Whiskey, bbls.....	4,077	62,472	65,638
Cur. turp. bbls.....	61,929	167,120	19,004	Wool, bales.....	1,100	21,868	12,410
Spirits turp.....	1,993	13,747	17,591	Dressed hogs, No.....	93,812	80,218	80,218
Roan.....							
Tar.....							

COTTON.

FRIDAY, P. M., May 2, 1873.

By special telegrams received to-night from the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, May 2. It appears that the total receipts for the seven days have reached 45,046 bales against 46,373 bales last week, 55,880 bales the previous week and 48,945 bales three weeks since, making the total receipts since the first of September, 1872, 3,253,170 bales against 2,533,269 bales for the same period of 1871-72, showing an increase since September 1, 1872, of 674,901 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of the five previous years are as follows:

	1873.	1872.	1871.	1870.	1869.	1868.
New Orleans.....bales.	20,887	6,105	18,956	22,228	6,955	6,882
Mobile.....	3,822	1,418	4,229	4,464	2,665	2,301
Charleston.....	3,906	1,425	2,987	5,183	1,954	1,210
Savannah.....	3,989	2,351	6,450	7,391	5,963	651
Texas.....	3,148	532	7,329	7,745	1,512	4,226
Tennessee, &c.....	6,449	2,814	7,743	2,656	2,550	555
Florida.....	440	32	42	169	28	88
North Carolina.....	663	673	973	575	63	92
Virginia.....	4,547	3,209	3,458	2,015	1,591	3,244
Total this week.....	45,046	18,548	51,432	50,564	21,913	19,047
Total since Sept. 1.....	3,253,170	2,533,269	3,623,373	2,579,497	1,957,587	2,063,954

The exports for the week ending this evening reach a total of 59,623 bales, of which 41,410 were to Great Britain, 4,471 to France, and 13,741 to rest of the Continent, while the stocks as made up this evening, are now 419,438 bales. Below are the exports and stocks for the week, and also for the corresponding week of last season:

	Exported to—	Total this week.	Same w'k 1872.	Stock.
Week ending May 2.	G. Brit. France Cont'n't			
New Orleans.....	19,887	4,174	5,806	81,367
Mobile.....	3,822	1,418	4,229	21,718
Charleston.....	3,906	1,425	2,987	145,500
Savannah.....	3,989	2,351	6,450	52,912
Texas.....	3,148	532	7,329	17,922
Tennessee, &c.....	6,449	2,814	7,743	29,964
Florida.....	440	32	42	14,125
North Carolina.....	663	673	973	4,063
Virginia.....	4,547	3,209	3,458	17,580
Total.....	41,410	4,471	13,741	5,962
Since Sept. 1.....	1,497,518	220,570	450,280	33,022
				1,777,830

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 26,600 bales, while the stocks to-night are 160,500 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to April 25, the latest mail dates.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast-wise Ports.	Stock.
	1872.	1871.	Great Britain.	France.	Other For'gn.	Total.		
New Orleans.....	1104,650	905,915	555,500	165,156	220,328	938,984	163,494	254,820
Mobile.....	306,694	278,661	107,189	1,073	7,588	109,800	165,546	8,577
Charleston.....	355,056	253,839	173,530	12,323	22,355	138,193	138,142	20,774
Savannah.....	570,880	438,110	187,532	25,258	116,013	331,508	212,221	33,436
Texas.....	316,502	180,825	135,425	5,245	32,584	173,254	59,617	51,125
New York.....	106,417	95,997	352,650	3,444	21,627	383,721	97,148	97,148
Florida.....	11,459	17,312	.....	.....	.....	.....	11,459	.....
St. Carlos.....	51,553	49,690	500	.....	.....	.....	46,632	4,166
Virginia.....	363,051	233,384	4,920	.....	.....	.....	4,920	3,929
Other ports.....	48,396	95,458	16,412	200	9,764	26,376	35,592	37,000
Total this year.....	3,210,134	.....	1,455,905	215,899	436,459	2,108,296	1,330,555	428,307
Total last year.....	2,564,721	1,391,332	158,911	291,045	174,408	925,556	273,407	.....

The market the past week has been dull, and it has ruled quite firm. Quotations for spot cotton were at our last consider- ably below early futures, and this circumstance, together with small receipts at our ports and a little steadier feeling at Liver- pool, resulted in an advance on Monday of 4c., which was maintained throughout Tuesday but lost on Wednesday. Thurs- day, with a more favorable report from Liverpool, there was increased activity, one line of 2,000 bales being taken for export; but to-day, with the Liverpool advices quiet, little was done, and the close here was also quiet at the quotations of last Friday. For future delivery there has been considerable doing, but the market has lacked spirit. Early in the week there were many exchanges of maturing contracts for those running to the later months. Prices gradually weakened until the opening of Thurs- day's business, when Liverpool came in with an unexpectedly favorable report, with 1-16d. advance for early deliveries, and in the course of that day prices were 3-16c. higher. But today the Liverpool report was disappointing to operators for a rise, and most of the improvement of yesterday was lost. After change, the first sale for November was made, 200 bales at 17 1/4c. The prices for futures last reported were (basis low middling) 18 9-16c. for May, 18 1/2c. for June, 18 15-16c. for July, and 18 13-16c. for August. The total sales of this description for the week are 108,350 bales, including — free on board. For immediate deliv- ery the total sales foot up this week 8,428 bales, including 4,682 for export, 2,616 for consumption, 378 for speculation, and 753 in transit. Of the above 136 bales were to arrive. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....per lb.	15 1/2c.	15 1/2c.	15 1/2c.	15 1/2c.
Good Ordinary.....	15 3/4c.	15 3/4c.	15 3/4c.	15 3/4c.
Strict Good Ordinary.....	17 1/2c.	17 1/2c.	17 1/2c.	17 1/2c.
Low Middling.....	18 1/2c.	18 1/2c.	18 1/2c.	18 1/2c.
Middling.....	19 1/2c.	19 1/2c.	19 1/2c.	19 1/2c.
Good Middling.....	21 1/2c.	21 1/2c.	21 1/2c.	21 1/2c.

Below we give the sales of spot and transit cotton and price of Uplands at this market each day of the past week:

	SALES.				PRICES.			
	Exp't.	Con- sump.	Spec- ula'n	Trans- it.	Total.	Ord'y.	Good Ord'y.	Low Mid- dling.
Saturday.....	545	510	16	650	1,721	15 1/2c.	15 3/4c.	15 1/2c.
Monday.....	585	332	9	.....	727	15 1/2c.	15 3/4c.	15 1/2c.
Tuesday.....	625	622	14	.....	1,261	15 1/2c.	15 3/4c.	15 1/2c.
Wednesday.....	160	592	298	.....	1,050	15 1/2c.	15 3/4c.	15 1/2c.
Thursday.....	2,580	405	90	.....	2,965	15 1/2c.	15 3/4c.	15 1/2c.
Friday.....	916	254	11	102	1,283	15 1/2c.	15 3/4c.	15 1/2c.
Total.....	4,682	2,616	378	753	8,428	.....	.....	.....

For forward delivery the sales (including — free on board), have reached during the week 108,350 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

The Fair & Sons		bales.		cts.		bales.		cts.		bales.		cts.		bales.		cts.	
For April.		800.		18 15-16		100.		18 31-32		100.		19 1-16		100.		19 1-16	
bales.		500.		18 19-20		6,400.		19		200.		19 1-16		200.		19 1-16	
cts.		15 18-19				2,400.		19 1-32		100.		19 1-16		100.		19 1-16	
1,000 total April.		4,000.		18 18-19		4,000.		19 1-32		800.		19 15-16		800.		19 15-16	
For May.		2,100. <th colspan="2">18 25-32<th colspan="2">700.<th colspan="2">15 3-32<th colspan="2">400.<th colspan="2">19 1-16<th colspan="2">400.<th colspan="2">19 1-16</th></th></th></th></th></th></th>		18 25-32 <th colspan="2">700.<th colspan="2">15 3-32<th colspan="2">400.<th colspan="2">19 1-16<th colspan="2">400.<th colspan="2">19 1-16</th></th></th></th></th></th>		700. <th colspan="2">15 3-32<th colspan="2">400.<th colspan="2">19 1-16<th colspan="2">400.<th colspan="2">19 1-16</th></th></th></th></th>		15 3-32 <th colspan="2">400.<th colspan="2">19 1-16<th colspan="2">400.<th colspan="2">19 1-16</th></th></th></th>		400. <th colspan="2">19 1-16<th colspan="2">400.<th colspan="2">19 1-16</th></th></th>		19 1-16 <th colspan="2">400.<th colspan="2">19 1-16</th></th>		400. <th colspan="2">19 1-16</th>		19 1-16	
bales.		400.		18 25-32		400.		18 25-32		500.		19 1-16		500.		19 1-16	
cts.		18 25-32				5,100.		18 1-16		100.		19 3-32		100.		19 3-32	
1,000 total May.		800.		18 25-32		2,600.		19 1-16		2,600.		19 1-16		2,600.		19 1-16	
bales.		100.		18 1-16		400.		18 1-16		100.		19 1-16		100.		19 1-16	
cts.		18 1-16				7,500.		19		100.		19 1-16		100.		19 1-16	
1,000 total June.		1,800.		19 1-16		3,800.		19 1-16		700.		19 7-16		700.		19 7-16	
bales.		100.		18 1-16		4,100.		19 1-32		25,500.		total July.		25,500.		total July.	
cts.		18 1-16				800.		19 15-16		For August.		190.		18 13-16		190.	
1,000 total July.		41,000.		total June.		1,800.		18 23-32		100.		18 23-32		100.		18 23-32	
bales.		For July.		400.		18 23-32		1,600.		18 15-16		1,600.		18 15-16		1,600.	
cts.		18 23-32				5,400.		18 15-16		2,000.		18 15-16		2,000.		18 15-16	
1,000 total August.		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
bales.		100.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
cts.		18 15-16				1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
1,000 total September.		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
bales.		100.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
cts.		18 15-16				1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
1,000 total October.		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
bales.		100.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
cts.		18 15-16				1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
1,000 total November.		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
bales.		100.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
cts.		18 15-16				1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
1,000 total December.		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
bales.		100.		18 15-16		1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	
cts.		18 15-16				1,000.		18 15-16		1,000.		18 15-16		1,000.		18 15-16	

WEATHER REPORTS BY TELEGRAPH.—Our reports by telegraph to-night indicate with limited exceptions a condition of the crop much more favorable than the promise of a week ago. In the first place the injury from the frosts is generally spoken of as much less than anticipated, but little over one-fifth of the crop, except in the extreme Gulf States, being up (dry weather having delayed the germination of the seed), and of the amount up only a small portion being affected. Then again a fine rain, of from two to four days' duration, has visited the cotton States which was very greatly needed, and will be very beneficial. At New Orleans they have had rain on one day—a thunderstorm. Our Mobile dispatch states that during two days they have had fine showers there, and the indications are that the rain has been general, extending over a wide surface. At Montgomery and Selma the rain has been continued through four days, and has been heavy, though as the week closes there is a favorable change. Our correspondents at Selma also add that the rain has been general and very satisfactory, as it was badly needed. It has rained three days at Columbus and Macon, with a return of clear weather the latter part of the week. At Augusta during more than half the week they have had delightful showers, and at Charleston they have also had frequent showers. Our correspondent at Memphis states that they have had rain on three days, and that the last was very severe, doing much damage to planting; much of the seed planted has failed to come up on account of the unfavorable weather. At Nashville it has rained on two days. The thermometer at Memphis has averaged 59, Macon 66, Columbus 68, Montgomery 67, Mobile 69 and Selma 70.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been 35,000 bales shipped from Bombay to Great Britain the past week and 4,000 bales to the continent, while the receipts at Bombay, during the same time have been 38,000 bales. The movement since the first of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday, May 1:

	Shipments this week to—			Shipments since Jan. 1 to—			Week's
	Great Britain	Continent	Total	Great Britain	Continent	Total	receipts.
1873...	35,000	4,000	39,000	349,000	111,000	457,000	38,000
1872...	8,000	9,000	17,000	387,000	174,000	561,000	40,000
1871...	13,000	19,000	32,000	259,000	155,000	414,000	65,000

From the foregoing it would appear that compared with last year there is an increase this year in the week's shipments from Bombay to all of Europe of 22,000 bales, and that the total movement since Jan. 1 shows a decrease in shipments of 104,000 bales compared with the corresponding period of 1872.

GUNNY BAGS, BAGGING, &c.—We note more inquiry for bagging the past few days, both from dealers here and from the South. Sales the past week aggregate 3,500 rolls. During the late money stringency sales of round lots were made, both here and in Boston, at 12½c. cash. We now quote the market at 13½ 13¾c. cash, and know that 13¾c. was refused for one lot of 1,000 rolls. June, July, August and September deliveries, standard brands and full weights can be bought at 14½@15c., c. o. d. Bale cloth is dull and nominal, without sales. We quote 10c. currency, cash. The stock in New York and Boston is about 26,000 bales, and imports have about ceased. We have no sales of bags to report for the past week, and quotations remain nominally at 15c. for heavy weights. The transactions of butts comprise 3,000 bales at 2@2 1-16c., cash, averaged 2½@2 3-16c., 60 days. The market closes in favor of buyers, but with increased orders coming in. The consumption for April was 10,600 bales, and shipments from Calcutta, 15,000 bales. We quote 3c. cash, to 2 3-16c. time, with a shading of 1 per cent on large lots.

GUNNY CLOTH.

	1873. Bales.	1872. Bales.	1871. Bales.
Imported into the United States from Jan. 1 to date.....	1,190	1,242	6,135
On the way to the United States April 30.....	133	3,177	5,497
Loading at Calcutta last date for United States.....	100	300	615
Stock in importers' and speculators' hands in Boston, April 30.....	9,000	9,800	6,800
Stock in importers' and speculators' hands in New York, April 30.....	17,000	11,600	10,300
Shipments and consumption from New York and Boston during April.....	250	300	400

GUNNY BAGS.

	1873. Bales.	1872. Bales.	1871. Bales.
Imported into the United States from Jan. 1 to date.....	2,100	3,501	6,249
On the way to the United States April 30.....	1,000	3,333	1,650
Loading at Calcutta last date for United States.....	1,250	500	400
Stock in importers' and speculators' hands in Boston, April 30.....	1,400	3,300	7,000
Stock in importers' and speculators' hands in New York, April 30.....	4,500	5,400	7,300
Shipments and consumption from New York and Boston during April.....	100	200	600

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night and for the corresponding week of 1872:

	—Week ending May 2, 1873—			—Week ending May 3, '72—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	883	2,123	11,634	689	1,620	7,190
Columbus.....	323	999	7,215	258	544	3,728
Macon.....	155	655	7,297	145	1,007	2,656
Montgomery.....	195	647	5,577	256	778	2,216
Selma.....	194	105	2,907	300	669	1,298
Memphis.....	5,767	6,046	35,119	2,496	2,438	14,431
Nashville.....	1,054	741	10,909	338	273	4,533
	8,576	11,816	80,658	4,491	7,269	36,352

The above totals show that the interior stocks have decreased during the week 2,740 bales, and are to-night 44,306 bales more than at the same period last year. The receipts have been 4,085 bales more than the same week last year.

VISIBLE SUPPLY OF COTTON MADE UP BY CABLE AND TELEGRAPH.—By cable we have to-night the stocks at the different European ports, the India cotton afloat for all of Europe, and the American afloat for each port as given below. From figures thus received, we have prepared the following table, showing the quantity of cotton in sight at this date (May 2) of each of the two past seasons:

	1873.	1872.
Stock in Liverpool.....	741,000	844,000
Stock in London.....	171,000	211,000
Stock in Havre.....	150,000	187,000
Stock in Marseilles.....	15,250	15,500
Stock in Bremen.....	55,000	18,750
Stock in Amsterdam.....	76,000	72,000
Stock in Antwerp.....	27,000	31,000
Stock in Hamburg.....	38,000	16,000
Stock in Barcelona.....	71,000	69,000
Stock in Trieste.....	19,250	14,500
Afloat for Great Britain (American).....	228,000	171,000
Afloat for Havre (American and Brazil).....	38,000	17,750
Afloat for Bremen (American).....	16,250	12,750
Afloat for Amsterdam (American).....	1,750	4,500
Total Indian cotton afloat for Europe.....	384,000	466,000
Stock in United States ports.....	419,438	258,938
Stock in inland towns.....	80,658	36,352
Exports from United States this week.....	59,622	33,022

Total..... 2,591,218 2,479,462
These figures indicate an increase in cotton in sight to-night of 111,756 bales compared with the same date of 1872.

The exports of cotton this week from New York show an increase since last week, the total reaching 19,622 bales, against 14,158 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since September 1, 1872; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1872

EXPORTED TO	WEEK ENDING				Total to date.	Same time prev. year.
	April 9.	April 16.	April 23.	April 30.		
Liverpool.....	10,521	11,444	11,655	16,807	369,087	303,305
Other British Ports.....	...	...	...	430	...	2,789
Total to Gt. Britain	10,521	11,444	11,655	16,807	369,457	306,994
Havre.....	60	...	1,300	297	3,741	881
Other French ports.....	...	...	...	...	...	119
Total French	60	...	1,300	297	3,741	1,000
Bremen and Hanover.....	...	...	...	30	17,182	5,350
Hamburg.....	...	...	...	...	4,643	349
Other ports.....	...	700	1,903	2,488	5,874	1,153
Total to N. Europe.....	...	700	1,903	2,518	27,404	6,852
Spain, Oporto & Gibraltar &c	...	...	...	...	...	...
All others.....	...	...	...	...	2,741	1,196
Total Spain, &c......	...	...	...	...	2,741	1,196
Grand Total	10,581	12,144	14,158	19,622	403,343	315,052

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since September 1, 1872:

REC'D FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	2,220	86,629	1,177	44,323	...	2,881	50	1,528
Texas.....	1,025	47,788	...	14,454	...	985	...	...
Savannah.....	1,372	140,243	...	37,364	240	14,501	650	8,280
Mobile.....	...	...	...	11,583	...	...	...	...
Florida.....	419	1,494	...	...	...	...	...	...
S'th Carolina.....	1,675	138,507	106	13,277	...	374	116	9,364
N'th Carolina.....	198	36,471	...	132	156	9,601	108	18,793
Virginia.....	2,584	188,292	230	71,668	...	...	693	37,997
North'n Ports.....	...	6,682	444	73,774	...	...	...	1,097
Tennessee, &c	5,051	108,969	734	19,193	362	14,786	309	11,299
Foreign.....	804	5,823	...	88	...	105	...	...
Total this year	15,348	750,998	2,691	284,756	758	43,233	1,819	88,258
Total last year	10,383	621,815	4,111	233,656	1,302	57,458	2,049	94,519

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 77,665 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday, except Galveston, and the figures for that port are the exports for two weeks back. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

	Total bales.
New York—To Liverpool, per steamers Baltic, 1,637.... Italy, 2,283 and 405 Sea Island.... Manhattan, 3,316.... Ormesby, 828.... City of Limerick, 734.... Cuba, 796.... Parthia, 608.... City of London, 947.... per ships British Sovereign, 1,788.... Sarah Hignett, 430.... Pembroke Castle, 1,003.... per bark Athlete, 2,033..... 16,807	
To Havre, per ship J. A. Stamler, 56 and 341 Sea Island..... 297	
To Bremen, per steamer Deutschland, 30.... Columbia, 34.... per bark Bellevue, 1,704..... 2,488	

NEW ORLEANS—To Liverpool, per ships St. Louis, 2,300	Queen of the East, 2,400	Genevieve, 4,122	Record, 3,130	La Se Clair, 3,718	Felicia, 3,977	per barks Simeto, 339	Eviva, 1,564	
To Havre, per bark Porvenir, 518								22,128
To Bremen, per bark Ebenezer, 1,641							per brig Lena, 494	2,135
To Amsterdam, per bark Marienlyst, 1,874								1,874
To Genoa, per bark Maria Mercedes, 801								801
MORILE—To Liverpool, per ship Adept, 3,481								3,481
CHARLESTON—To Liverpool, per ship Richard III, 3,822	Upland, 105							
Sea Island,								3,927
To Havre, per bark Drangner, 1,594	Upland,							1,594
SAVANNAH—To Bremen, per bark Anna, 2,553	Upland,							2,553
To Bremen, per ship Southern Rights, 3,990	Upland,						per bark Albatross, 2,080	5,170
TEXAS—To Liverpool, per ship L. Sturges, 3,959	and 1 Sea Island,						per barks Sabine, 2,457 and 2 Sea Island,	
Obey, 776							per brig Victor, 776	7,971
To Genoa, for ship Southern Chief, 4,004							per bark Saga, 1,316	990
To Amsterdam, per ship Southern Chief, 4,004								5,320
BOSTON—To Liverpool, per steamer Siberia, 85								85
To British Provinces, per							15	15
Total,								77,665

The particulars of these shipments, arranged in our usual form are as follows:

	Liverpool.	Cork.	Havre.	Bro. Amster- dam.	Amst. Revel.	Genoa.	Br. Prov.	Total.
New York	16,907	.....	297	30	.....	.....	.....	19,623
New Orleans	22,128	.....	.....	2,135	1,874	801	.....	26,938
Mobile	3,481	.....	.....	1,135	.....	.....	.....	3,481
Charleston	3,997	.....	1,561	.....	.....	.....	.....	5,558
Savannah	.....	.....	.....	2,552	5,170	.....	.....	7,722
Texas	7,971	990	.....	.....	5,320	.....	.....	14,281
Boston	85	.....	.....	.....	.....	.....	15	100
Total	54,399	990	1,891	4,717	7,194	5,170	801	75,665

Included in the above totals are from New York 2,483 lbs. taken to Cronstadt.

Below we give all news received, during the week, of disasters to vessels carrying cotton from any port of the United States:

SOUTHAMPTON (1,442 tons, of Liverpool, built at New York in 1849), Dunn from New Orleans February 28 with 3,955 bales cotton for Reval, Russia is reported by cable to the Pine street News Room, under date April 25 to have been abandoned on fire, and a total loss.

AQUEDITA (Sp.), Ferreo, from New Orleans March 13 for Barcelona, put into Atré prior to April 24, with cargo (including 545 bales cotton) damaged and will discharge for repairs.

BERTHA TEMPLE (Br.), McFee, from Galveston for Liverpool, which put into New Orleans March 26 leaky, repaired and cleared for destination Atré.

NEBO (Nor.), from New Orleans April 5 for Falmouth, Eng., which put back 12th, damaged by collision, repaired and sailed from S. W. Pass 22d.

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 116½ and 117½, and the close was 116½.

Foreign Exchange market is quiet. The following were the last quotations: London bankers', long, 108 $\frac{1}{2}$ @108 $\frac{1}{2}$; short, 109 $\frac{1}{2}$ @109 $\frac{1}{2}$; and Commercial, 107 $\frac{1}{2}$ @108. Freights closed a $\frac{1}{2}$ d.@7-16d. by steam and 5-16d.@ $\frac{1}{2}$ d. by sail to Liverpool, 1 $\frac{1}{2}$ @1 $\frac{1}{2}$ gold by steam and 1c. by sail to Havre, and $\frac{1}{2}$ d. by steam to Hamburg.

BY TELEGRAPH FROM LIVERPOOL.—
LIVERPOOL, May 2—5 P. M.—The market opened steadier and closed quiet to-day, with sales footing up 12,000 bales, including 2,000 bales for export and speculation. The sales of the week have been 60,000 bales, of which 7,000 bales were taken for export and 6,000 bales on speculation. The stock in port is 741,000 bales, of which 342,000 bales are American. The stock of cotton at sea, bound to this port, is 577,000 bales of which 228,000

	April 10.	April 18.	April 25.	May 1.
Total sales.....	54,000	53,000	69,000	63,000
Sales for export.....	7,000	6,000	7,000	7,000
Sales on speculation.....	1,000	2,000	4,000	6,000
Total stock.....	681,000	694,000	692,000	741,000
Stock of American.....	328,000	332,000	318,000	342,000
Total abroad.....	451,000	362,000	541,000	577,000

		Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price	Mid. Up'ds. 9% @...	9% @...	9% @...	9% @...	9% @ 9%	9% @ 9%	9% @ 9%
"	Orleans 9% @...	9% @...	9% @...	9% @ 9%	9% @ 9%	9% @ 9%	9% @ 9%

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of April 19 states:

LIVERPOOL, April 12.—The following are the prices of middling qualities of cotton, compared with those of last year:

	—Ord. & Mid—		g'd fair—		Fine—		Mid. Fair. Good		
Sea Island.....	15	18	21	24	32	42	24	30	44
Florida... ..	15	17	20	21	24	30	22	28	34

	Ord.	G.Ord.	L. Mid.	Mid.	G. Mid.	Mid.	F. Mid.	G. Mid.	M.F
Upland....	7½	8½	8½	9 3-16	9½	10½	11 3-16	11½	12
Mobile....	7½	8½	8½	9 5-16	9½	10½	11 5-16	11½	12
N.O.& Tex	7½	8½	9	9½	10½	10½	11½	12	12½

The following are the prices of middling qualities of cotton at this date and at the corresponding periods in the two previous years:

Midland	d.	d.	d.	Midland	d.	d.	d.
Sea Island.....	23	24	18	Pernambuco.....	7½	.....	7
Upland.....	7½	11	3-16 9-16	Egyptian.....	6½	8½	7
Mobile.....	7½	11	5-16 9-16	Broach.....	4½	6½	3
Orleans.....	7½	11	3-16 9½	Dhollach.....	4½	6½	3

Since the commencement of the year the transactions on speculation and for export have been :

	Taken on spec. to this date			(Actual exp. from Liv., Hull & other outports to date)		Actual exp'ts U. K.
	1873, sales	1872, sales	1871, sales	1873, sales	1872, sales	1871, sales
American...	37,280	124,790	46,930	39,228	35,903	132,405
Brazilian...	1,450	56,960	800	2,392	14,576	42,232
Egyptian...	4,100	27,090	3,700	974	1,973	11,010
W. Indian...	520	2,950	1,010	3,549	3,278	6,308
E. India...	23,660	158,460	23,510	45,083	77,778	533,770
Total...	66,810	370,260	74,550	91,173	133,438	742,732

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

SALES, ETC., OF ALL DESCRIPTIONS.							
	Sales this week			Total		Same period	Average weekly sales
	Trade.	Rx- port.	Specula- tion. Total.	Total year.	1872.		
American...bales	26,340	2,984	1,380 28,810	587,880	672,630	34,660	32,010
Brazilian.....	4,570	808	— 4,270	102,600	282,490	6,410	13,200
Egyptian.....	780	318	— 50	95,070	119,380	6,360	6,040
Smyrna & Greek	1,880	10	— 100	3,990	7,230	2,100	800
West Indian, &c)	—	—	1,850	36,360	37,530	—	—
East Indian.....	8,460	5,752	680 13,180	231,730	453,530	10,730	12,430
Total	45,380	9,999	2,140 55,990	1,056,600	1,879,600	60,780	60,130

	Imports.				Stocks.		
	This week.	To this date 1873.	To this date 1872.	Total. 1873.	This date.	Same date.	Dec. 31.
American.....	22,762	815,264	1,100,946	1,402,134	524,100	332,750	63,570
Brazilian.....	5,149	119,967	290,655	720,655	64,440	130,750	25,880
Egyptian.....	8,818	133,338	136,519	287,042	83,290	91,900	44,810
Smyrna & Gr'k	1,957	10,212	7,153	17,147	10,036	5,930	
W. Indian.....	240	21,675	27,764	140,393	7,390	4,280	20,450
East Indian.....	29,714	135,074	928,897	857,942	218,710	233,690	266,940

Total.....	68,120	1,255,330	1,401,966	3,414,313	694,040	798,380	427,050
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Of the present stock of cotton in Liverpool 46½ per cent is American, against nearly 42 per cent. last year. Of Indian cotton the proportion is 31½ per cent. against 29½ per cent.

LONDON, April 19.—Business has been quiet, and only a small amount of business has been concluded. Annexed are the particulars of imports, deliveries and stocks:

	1972	1973	1974
Imports, Jan. 1 to April 17.....	76,369	173,417	92,979
Deliveries.....	58,797	127,714	118,017
Stocks, April 17.....	85,395	211,717	172,892

ALEXANDRIA, April 16.—Market quiet, without pressure. Business difficult, because of quality. Middling (cost and

freight) per lb. 8½d; middling fair, 9½d; fair, 10½d; fully fair, 10½d; good fair, 10½@11d; fully good fair, 11½@12d. White descriptions—good fair (cost and freight) per lb. 10½d; fully

good fair, 10½d. Forward delivery—November, 10½d, free on board. Receipts for the week, 15,000 cantars; same week last year, 17,000 cantars. Shipments for the week, 3,000 bales. Exchange, three months' date, 97½. Freight, 20s.

The following is a statement of the receipts and exports of cotton from Alexandria to 7th April:

Receipts from October 1.....	2,141.09
“ “ in same time in 1872.....	1,886.83
“ “ “ 1871.....	1,739.99
Shipments to Liverpool from October 1.....	2,480.00
“ “ in same time in 1872.....	232.44
“ “ “ 1871.....	232.44

to France and Spain	1872	191.93
"	1873	35.13
"	1874	19.71
"	1875	8.39
to Austria, Italy and Russia	1876	41.74
to Austria and Italy, 1877	1877	38.12
"	1878	45.12
Total shipments to all parts		291.05

Total implements on all farms.....	1872.....	300,389
" " " " " " " " " " " " " " " "	1871.....	245,311
Stock about.....		160,000
Total crops of 1864-65.....		2,139,775
" " " " " " " " " " " " " " " "	1865-66.....	864,638
" " " " " " " " " " " " " " " "	1866-67.....	1,127,981

BREADSTUFFS.

FRIDAY P. M., May 2, 1873.

The flour market has been depressed, and prices for the week show some decline. The demand has been very fair and generous, and prices below the parity of wheat, but receipts have been liberal, and the shipments eastward from the Western market have materially increased, while receivers have continued to show a disposition to sell promptly from the wharf. Low grades, such as No. 2 and superfine, have been most depressed. Common extras have declined to \$6 83@7, at which there has been a pretty fair movement; the medium and better grades of extras, as well as double extras, have ruled rather more steady, but have been comparatively slow of sale. Their production, in view of the scarcity of fine wheats, is somewhat curtailed. To day, the market was steady, but owing to the rain, generally quiet.

The wheat market has been less active and very unsettled latterly as respects both tone and prices. Early in the week Spring Wheat brought the full closing prices of last Friday, and No. 2 Milwaukee brought \$1.63 for June arrival, but since Monday business has been limited and prices have developed weakness. Navigation of the Great Lakes has been resumed, and large quantities of wheat have cleared from Chicago and Milwaukee for Buffalo and Oswego. The Erie Canal is to be opened on the 15th, and we shall probably have large supplies the last week in May. To-day the market was firmer for fine wheat with the supply much reduced. No. 2 Chicago Spring sold at \$1.64 afloat, and No. 2 Milwaukee at \$1.68 in store, closing with buyers at the latter price, and \$1.67 bid for early receipts by rail. It was expected that the other grades would come from the Continent.

Indian corn has been firmer, stocks have been materially reduced and receipts by rail have been small. Old Western mixed advanced to 70c in store, and new sold as high as 71¢ 7/16c. adnat; but latterly there has been less speculation, and shippers have partially withdrawn. Yesterday prime old mixed closed at 68c. in store, and fair to prime new sold at 69¢ 7/16c. To-day the price of new corn was sustained, the supply being small, but prime old mixed in store was offered at 68c., with bid reduced to 67c.

Rye has been held for a further advance, without business. Barley has been dull and drooping.

Oats broke down yesterday to 50¢ 5/16c. for dark and mixed new Western, and 52¢ 5/16c. for white do., and sold freely at some further concession, very few mixed bringing over 51c., or white over 53c.

The following are closing quotations:

FLOUR.		GRAIN.	
Superfine State and West- ern, 100 lbs. 11.50	55 85 @ 6 25	Wheat—No. 2 spring, bush. \$1 64 @ 1 71	
Extra State &c. 100 lbs. 11.00	7 00 @ 7 35	No. 1 spring, bush. 1 77 @ 1 80	
Western Spring Wheat extras, 100 lbs. 10.50	6 90 @ 7 25	Red Western, bush. 1 75 @ 1 90	
do double extras, 100 lbs. 10.00	7 75 @ 9 00	Amber do., bush. 1 95 @ 2 05	
do winter wheat extras and double extras, 100 lbs. 11.25	7 75 @ 11 25	White, bush. 1 95 @ 2 25	
City shipping extras, 100 lbs. 7 45 @ 7 75	7 45 @ 7 75	Corn—Western mixed, bush. 67 1/2 @ 70	
City trade and family brands, 100 lbs. 9 00 @ 10 75	9 00 @ 10 75	White Western, bush. 72 1/2 @ 74	
Southern bakers' and fa- mily brands, 100 lbs. 9 00 @ 11 50	9 00 @ 11 50	Yellow Western, bush. 70 @ 72	
Southern shipping extras, 100 lbs. 7 75 @ 8 75	7 75 @ 8 75	Southern white, bush. 69 @ 77	
Rye flour, 100 lbs. 5 40 @ 6 00	5 40 @ 6 00	Rye—State and Canada, bush. 93 @ 98	
Corn meal—Western, &c. 30 lbs. 3 30 @ 3 40	3 30 @ 3 40	Western, bush. 92 @ 95	
Corn meal—Br'wine, &c. 30 lbs. 3 50 @ 3 70	3 50 @ 3 70	Oats—New Black, bush. 49 @ 50 1/2	
		Chicago mixed, bush. 50 @ 51 1/2	
		White Western, &c. bush. 52 @ 54	
		Barley—Western, bush. 80 @ 95	
		Canada West, bush. 1 20 @ 1 25	
		Peas—Canada, bush. 1 20 @ 1 50	

The movement in breadstuffs at this market has been as follows:

—RECEIPTS AT NEW YORK.—				—EXPORTS FROM NEW YORK.—			
For the	Since	Same	time Jan.	For the	Since	For the	Since
week.	Jan. 1.	1872.	1873.	week.	Jan. 1.	week.	Jan. 1.
Flour, bbls. 79,629	851,876	665,951	22,491	Wheat, bush. 383,768	21,128	284,098	58,402
C. meal, " 2,761	92,611	60,640	4,814	59,295	2,777	58,499	
Wheat, bus. 160,500	1,441,460	620,899	157,548	1,209,620	194,528	2,247,190	
Corn, " 92,235	1,632,643	5,212,918	348,923	3,790,508	260,436	4,414,471	
Rye, " 2,223	2,223	2,765	7,676	9,792	21,657	225,990	
Barley, &c. 25,825	469,337	827,939	9,999	32,614			
Oats 132,954	2,425,377	1,652,285	750	9,500	1,119	12,708	

The following tables, prepared for THE CHRONICLE show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING APRIL 26, AND FROM AUG. 1 TO APRIL 26.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
Chicago (196 lbs.) (60 lbs.)	55,765	91,131	436,625	288,552	40,970	3,620
Milwaukee.....	88,466	91,627	9,300	12,080	12,125	1,230
Toledo.....	4,717	40,771	138,548	25,065	1,800	
Detroit.....	4,658	33,325	21,949	8,910	3,362	3,253
Cleveland.....	3,875	22,550	2,500	1,950	3,400	
St. Louis.....	24,125	42,423	279,325	116,491	18,253	3,316
Duluth.....						
Total.....	119,606	314,572	854,717	456,248	80,480	11,419
Previous week.....	99,932	317,892	654,959	377,438	51,324	45,857
Corresp'g week, '72.....	95,891	308,283	1,315,168	281,906	1,256	15,581
" '71.....	112,271	696,284	1,310,997	367,408	49,567	12,643
" '70.....	93,941	507,119	636,701	264,916	49,290	16,553
" '69.....	119,530	407,113	353,868	264,654	26,132	19,435
" '68.....	106,967	587,369	713,301	250,854	10,022	21,105
Total Aug. 1 to date.....	4,124,283	37,936,566	42,264,489	18,176,653	8,828,825	1,592,153
Same time 1871.....	3,362,881	33,069,435	41,704,376	19,008,717	6,032,724	2,409,874
Same time 1870.....	4,286,993	31,877,510	32,441,651	14,793,983	5,084,796	1,338,195
Same time 1869.....	4,620,393	37,391,468	19,930,440	11,708,321	3,152,644	1,268,585

* Estimated.

SHIPMENTS OF FLOUR AND GRAIN FROM CHICAGO, MILWAUKEE, TOLEDO, DETROIT, CLEVELAND, AND ST. LOUIS FOR THE WEEK ENDING APRIL 26, AND FROM JAN. 1 TO APRIL 26:

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
Week ending—						
April 26, 1873.....	103,914	435,126	810,982	235,791	62,904	4,344
April 19, 1873.....	112,264	191,927	286,126	200,478	58,555	7,516
Corresp'g week 1872.....	78,406	326,420	959,681	329,373	42,518	13,877
Corresp'g week 1871.....	117,132	1,076,204	877,253	231,908	20,677	36,151
Corresp'g week 1870.....	60,033	856,430	305,154	132,806	17,306	11,512
Corresp'g week 1869.....	109,648	1,078,022	1,094,410	188,058	5,252	20,888
Total Jan. 1 to date.....	1,721,069	2,944,973	5,133,459	3,210,684	1,279,530	124,951
Same time 1872.....	1,087,758	1,313,725	8,227,086	2,369,770	772,110	273,171
Same time 1871.....	1,065,759	5,295,629	8,692,789	1,410,346	302,433	114,955
Same time 1870.....	1,053,758	4,539,456	2,758,548	819,641	221,942	106,331

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING APRIL 26, AND FROM JAN. 1 TO APRIL 26.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
At						
New York.....	88,466	137,830	96,445	108,675	9,110	289
Boston.....	24,901		53,020	53,913	700	
Portland.....	9,550	8,650	4,500	9,872	800	
Montreal.....	12,275	700				
Philadelphia.....	14,746	31,200	110,600	95,800	2,500	800
Baltimore.....	15,282	5,000	117,000	12,550		600
New Orleans.....	36,241		293,572	111,618		
Total.....	188,668	203,370	629,739	369,189	13,116	1,589
Previous week.....	200,119	204,698	735,452	409,026	54,164	525
Week, April 12, '73.....	180,379	200,190	825,415	428,545	58,962	1,655
Week, April 5, '73.....	178,875	108,845	658,397	315,888	33,323	1,591
Corresponding week '72.....	214,968	141,150	1,328,392	499,827	19,208	3,260
Total Jan. 1 to date.....	2,547,972	2,691,943	8,465,573	5,958,685	917,495	32,500
Do. same time 1872.....	2,155,339	1,776,965	13,719,599	4,280,020	296,839	55,642
Do. same time 1871.....	2,088,330	2,875,319	7,403,890	2,474,671	397,125	42,324

THE VISIBLE SUPPLY OF GRAIN, including stocks in store at the principal points of accumulation at lake and seaboard ports, in transit by rail, and frozen in New York canals, April 26, 1873:

	Wheat.	Corn.	Oats.	Barley.
	bush.	bush.	bush.	bush.
In store at New York.....	282,360	899,308	338,638	49,133
In store at Albany.....	29,400	14,000	95,000	49,000
In store at Buffalo.....	28,878	2,606	17,848	14,301
In store at Milwaukee.....	2,024,000	45,000	226,000	40,000
In store at Duluth.....	77,915			
In store at Detroit.....	213,016	34,818	65,340	22,509
In store at Oswego.....	50,000	8,000	18,000	75,000
In store at St. Louis.....	388,204	469,756	119,012	8,920
In store at Boston.....	5,790	93,465	193,887	13,841
In store at Toronto.....	391,850	500	1,103	18,741
In store at Philadelphia.....	75,000	125,000	45,000	15,000
In store at Baltimore.....	65,000	119,547	25,000	
Lake Shipments.....	218,116	633,166	6,650	
Rail shipments for week.....	217,010	175,816	229,141	62,904
Amount on New York canals.....	52,120	164,457	85,300	78,138
Total.....	4,121,689	2,792,839	1,501,819	438,487
Total in store & in transit Apr. 19, '73.....	7,045,745	11,571,291	3,201,345	570,494
" Apr. 12, '73.....	7,400,001	11,783,415	3,779,790	827,845
" Apr. 5, '73.....	7,508,473	10,937,328	3,950,196	901,873
" Mar. 29, '73.....	7,526,623	11,150,242	4,035,700	1,070,915
" Mar. 22, '73.....	7,413,589	11,658,156	4,085,570	1,318,798
" Apr. 27, '72.....	7,280,804	10,777,246	4,498,308	1,137,858

* Estimated.

GROCERIES.

FRIDAY EVENING, May 2, 1873.

There has been rather more business during the past week, and prices are for the most part maintained with more steadiness than was noted at the time of our last review. Coffee has hardened somewhat on the lower grades, and is held at a shade better prices. Tea is selling rather more freely, but quotable values are without essential change. Sugar has exhibited more steadiness both in raws and refined. Molasses sells well to the trade, and all grocery grades are fully maintained, while refining qualities lack firmness and sell only to a very limited extent.

TEA.

There has been a further improvement in the demand for lines during the past week, and more activity is reported in invoices to replenish the stocks of jobbers, which have been allowed to run down to a pretty low point during the past few weeks. Greens seem to have been chiefly in request, and the feeling among importers in regard to these grades is much more hopeful. There is no quotable improvement in the prices at which invoices can be placed as yet, but holders avoid making any further concessions, and buyers operate more willingly on the previously quoted basis. Japans have shared the improvement to some extent, and close firmer with a fair call for all qualities. The market for Oolongs remains somewhat irregular, but shows rather more steadiness than for a considerable time back, with a better trade going in lines. The invoice sales foot up 5,000 half chests Greens, 2,000 do. Japans, and 850 do Oolongs.

There have been no importations of tea the past week.

The following table shows the imports of Tea into the United States from January 1 to date, in 1873 and 1872:

	Black.	Green.	Japan.	Total.
Atlantic ports, 1873.....lbs.	9,251,433	11,207,115	7,365,656	27,774,204
Atlantic ports, 1872.....	9,382,252	11,717,581	7,571,719	28,671,551

The indirect receipts at New York, principally overland receipts from San Francisco, have been 43,727 pkgs. since January 1, against 62,061 last year.

Imports at San Francisco from Jan. 1 to April 16, were 164,15 lbs. of China, 1,015,630 lbs. of Japan and 200 lbs. of Java tea.

COFFEE.

The demand for the Brazil grades has been fairly active and considerable business has been done, the sales being principally in the way of small invoices to go into distribution. With the trade running largely upon the lower grades, these qualities have improved considerably and prices are revised, both ordinary and fair Rio being quoted at a slight advance. The position of the market is in all respects favorable for holders, and buyers seem to recognize the steady tone and purchase with more apparent confidence. The supply is kept down pretty well, and neither the available stock nor the adfats are of sufficient weight to weaken values. The India coffees remain strong and the supply is small. The stock of pale grades has seldom been lighter than at present, and by reason of this fact holders are increasing their pretensions somewhat, and prices are tending toward an improvement. The sales of all grades since our last report have included 700 bags Rio ex "Alice"; 1,504 do. ex "South America"; 2,002 do. ex "Flamsteed"; 500 do. ex "Merrimack"; 1,750 Santos ex "Mozart"; 2,681 Rio ex "Gassend"; 2,000 do. ex "Contest"; 2,646 do. ex "Juno"; 4,863 mats Java, 543 do. do., 1,915 bags Maracaibo, 1,128 do. Ceylon, 884 do. Laguayra, 513 do. Costa Rica, 348 do. Mexican, 247 do. Curacao, all sold into consumption, and 760 bags St. Domingo, shipped to Europe by first hands. At the out-ports we note 2,000 bags Rio, ex "Aquadneck"; 680 do. ex "New Light," and 1,500 do. to arrive per "Amazon," all at Baltimore; 2,422 do. ex "Pepita," and 1,967 do. ex "Eros," at New Orleans.

Imports the past week have included 9,174 bags Rio, per "Gassend"; 5,440 do. do. and 4,600 do Santos per "Bernard"; and about 4,000 bags Porto Rico, Jamaica and Curacao.

The stock of Rio May 1, and the imports since Jan. 1, 1873, are as follows:

	New York.	Phila.	Balti.	New Mobile.	Gal.
In bags.....					
Stock.....	77,151	21,413	6,736	4,400	109,665
Same date 1872.....	157,954	47,717	11,992	15,862	263,525
" 1871.....	218,216	3,000	128,023	59,613	21,609
" 1870.....	218,832	4,012	120,519	59,577	29,517

Of other sorts the stock at New York, May 1, and the imports at the several ports since January 1, 1873, were as follows:

	New York.	Boston.	Phila.	Balti.	N. Orleans.	Total.
In bags.....						
Stock.....	73,550	46,993	29,053			149,596
Same date 1872.....	14,511	4,448				18,959
" 1871.....	21,217	816				22,033
" 1870.....	8,633	20,240	612	812	416	30,613
Total.....	36,075	16,583	31,483	15,073	416	205,555
Same time, 1872.....	46,120	199,693	9,455	10,957	7,096	263,893

* Includes mats, &c., reduced to bags

† Also 25,208 mats.

SUGAR.

Refiners continue to be moderate buyers of goods suited to their wants, and a fair business is in progress. Goods have been taken from the wharf with more freedom than for some time previous, and holders have shown a dispo-

	STORE PRICES
Bar, Swedes.....	150 00@160 00
	100 00@115 00

[illegible]

Spirits turpentine.....	gal.	62	60	52 1/2
Rosin, strained, & bbls.....		3 12 1/2	60	52 1/2
No. 1.....		3 75	64	62 1/2
No. 2.....		3 75	64	62 1/2
" pale.....		4 12 1/2	65	60
" extra pale.....		5 25	65	60
OAKUM.....	7	8 1/2	60	104
OIL CASKS.				
City thin, obl. in bbls. (dom.).....				59 75
West thin, obl. (dom.).....				59 75
OILS—thin, in casks.....	1	15	61	25
Lined, crushers' prices.....				
" gallon, in casks.....	1	100	60	44
Cotton Seed Crude S.....		42 1/2	60	44
" yellow S.....		45	61	51
Whale, bleached.....		65	60	68
Whale, crude Northern.....		65	60	68
Sperm, crude.....	1	52 1/2	61	55
Sperm, bleached.....	1	72	61	75

PETROLEUM—		
Crude, ord'y gravity, in bulk, per gallon.....	10 1/2 @	10 1/2
Crude in bbls.....	14 1/2 @	15
Refined, standard white.....	10 1/2 @	20 1/2
Naptha, refin., 68-73 grav.	10 1/2 @	11 1/2
PROVISIONS—		
Pork meat # bbl (new).....	18 50	@ 19 00
Pork, extra prime.....	15 00	@ 15 25
Pork, prime meat city.....	18 00	@ 19 00

Beef, plain mess	5 00	@ 8 00
Beef, extra mess new 12 30	@ 18 00	
Beef, extra mess new 30 00	@ 30 00	
Hams, pickled	11 1/4	@ 13
Lard	9 1/2	@ 9
RICE—See groceries retail.		
SALT—		
Coast Islands	35	@ 40
Caniz.	35	@ 40
Live'l'p, various sorts	1 50	@ 3 50
SALT PETRE—		
Refined, pure .....	...	@ 18 1/2
Crude	gold	@ 7 1/2
Crude	8 1/2	@ 8
SEED—Clover	8 1/2	@ 8 1/2
Timothy .....	...	@ 4 25
Hemp, foreign	2 00	@ 1 25
Flax, foreign	2 00	@ 1 25
Linseed, Cal., 56 lb. gals. 2 67	@ 2 70	
SILK—Taslee, No. 3, 30 chop 50 00	@ 90 00	
Taslee, re-reeled	7 75	@ 8 25
Yasamun, No. 1 & 2	7 50	@ 8 25
Canton, re-reeled No. 1	6 25	@ 6 50
SPELTER—		
Plates, for'n. #100 lb. gold 7 75	@ 7 87 1/2	
Plates, domestic	7 50	@ 7 62 1/2
SPICES—See groceries retail.		
SPIRITS—		
Brandy, Flem'b'ds. # gal. dols. 65	@ 65 00	

Rum—Jam., 4th proof.	3 75	5 50
St. Croix, 8d proof.	2 50	8 60
Gin, different brands.	2 75	8 35
Domestic liquors—Cash.		
Alcohol (88 per ct) C. & W. I.	75	61 77
Whiskey.	90 46	91
STEEL—		
English, cast, 2d & 1st qu. . . .	18 46	23
English, spring, 2d & 1st qu. . .	9 46	10 46
English blister, 2d & 1st qu. . .	14	18 46
American blister.		11 46
American cast, Tool.		17
American cast spring.		11
American machinery.	11 46	12

AMERICAN GERMAN SPRING. 9 1/2 ...
SUGAR—See special report.
TALLOW—American 9 1/2 ... 8 1/2 @ 9 1/4

TIN—Banca...	100	37 1/2
Straits	52	32 1/2
English	52	32

Plates, I. C. Char.	11 15	12 25
Plates, Char. Terne	10 25	11 00
TORACCO		
Kentucky leaf, heavy	7 1/2	8 1/4
" leaf, " " "	9	9 15
Seed leaf, Conn., wrappers	45	55
" " " " " " "	12	13 1/2
Pennsylvania heavy	10	11 1/2
Havana, com., to fine	20	21 10
Manufact'd, in bond, dark wrk	16	25
" " " " " " "	20	35
WOOL—		
American, Saxony Fleeced	48	65
" " " " " " "	48	64
American, Combing	48	64
Extra, Pulled	58	66
No. 1, Pulled	28	38
" " " " " " "	28	38
" " " " " " "	26	31
" " " " " " "	26	31
" " " " " " "	21	25
" " " " " " "	21	25
" " " " " " "	32	36
" " " " " " "	27	32
" " " " " " "	47	52
" " " " " " "	28	34
" " " " " " "	28	34
" " " " " " "	10 1/2	11
FREIGHTS TO SEAM—		
Cotton, No. 1, 100 lb. d.	5 1/16	5 1/16
Cotton, No. 2, 100 lb. d.	5 1/16	5 1/16
Flour, No. 1, 30	3 6/8	3 6/8
H. goods, No. 1, 20	40 0	40 0
Oil, No. 1, 40	40 0	40 0
Wheat, No. 1, 30	5 1/4	5 1/4
Wheat, No. 2, 30	5 1/4	5 1/4
Beer, No. 1, 30	4 0	4 0
Port, No. 1, 30	8 0	8 0

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